

WHAT ABOUT THAT CHILD'S EYES?

Are they just as good as his school-mate's—the boy or girl who is forging ahead of him or her? Or is he or she handicapped by some little weakness of the eyes which makes school work a burden and retards progress? Why not be sure about it? An examination of the eyes is the only way to be certain. If glasses are ordered it will be for one reason only—because your child's eyes will suffer without them.

N. LAZARUS

Hongkong's Only European Optician.
12, Queen's Road, Central.

Manager:—Ralph A. Cooper, Registered Optometrist (Canada.)

The Hongkong Telegraph

FOUNDED 1861 六拜禮 號一十月二十英港香 SATURDAY, DECEMBER 11, 1926. 日七初月一十



This Single Row Type New Departure Ball Bearing carries the load, and at the same time rigidly holds shafts in alignment and gears in mesh. 58 different types and sizes in stock.

THE DRAGON MOTOR CAR Co., Ltd.

Telephone Central 1245 or 1247.

33, Wong Nei Chung Road... Happy Valley.

CANTON AFFAIRS.

BOYCOTT COMMITTEE ACTIVITY.

BANK STRIKE POSITION.

Our Canton correspondent states that the anti-British Boycott Extension Committee is pressing on Chinese merchants the necessity of returning the printed forms which have been distributed asking for particulars of goods in stock, with the result that several hundred more of these forms have been placed on file.

Recently, there has been formed by this Committee what is termed the "Clearing of Enemy Goods Department," and it is said that there are about 250 packages of British goods detained by the Labour and Merchant Co-operative Goods Examination Corps, which has ceased to function since the technical calling off of the boycott. A couple days ago, the department passed judgment on two consignments of cigarettes amongst these goods, and as they were declared not to be of British origin they were released.

BANK DEADLOCK.

Meanwhile, says our correspondent, much inconvenience is being caused both to the Government and the public by the strike of bank employees. The authorities have appointed a committee to mediate in the dispute, and this body has instructed the employees to return to work pending a settlement, whilst it has also ordered the pickets to be withdrawn from the precincts of the banks' premises. It is reported, however, that when the employees went on Thursday afternoon to the banks they found that there were no bank officials on the premises. The workers then returned and reported this to the arbitration committee, accusing the bankers of intentionally seeking to ruin the money market and describing them as "counter-revolutionaries."

LABOUR V. GOVERNMENT.

Following this bank dispute, the Government has been busy drawing up rules to check unlawful actions by workers and strikers. These rules forbid arrests by pickets, the picketing of premises and the carrying of arms in the streets. It is doubtful, however, whether the Government will be able to enforce such rules, and already several labour organisations have called urgent meetings at which resolutions have been passed describing the actions of the Government as resembling the methods employed by militarists. The labour leaders assert that if they are not allowed to utilise the services of pickets in enforcing strikers, there will be an utter collapse of Trade Unionism.

PICKET PROTEST.

At the moment when this matter is causing much comment in Government and labour circles, the Public Safety Department has been stormed by several hundred pickets demanding the release of two men who were arrested by the police following a labour feud between rival Unions of the comb-making workers, but so far the men have still been retained in custody.

PRINCE TO VISIT CANADA.

LORD WILLINGDON'S ANNOUNCEMENT.

Ottawa, Dec. 10. At the opening of Parliament, the new Governor General, Lord Willingdon, announced that the Prince of Wales had accepted the invitation of the Canadian Government to visit Canada in 1927, in connection with the jubilee celebration of the Canadian Confederation.—*Reuter.*

SAILORS' "JOY RIDE" IN KOWLOON.

CAR WHICH CAME TO GRIEF.

CHARGE OF THEFT.

A seaman of H.M.S. Hawkins, named A. B. Buckmaster, stood in the dock at the Kowloon Magistrate's Court this morning on the serious charge of the larceny of a motor car and also a second charge of driving a motor car without a licence.

From what transpired in Court, it is alleged that Buckmaster, with three others not in custody, took a private motor car from the stand outside the "Star" Ferry wharf and drove off with it. The car belonged to Mr. Dodson, of the Motor Cycle Exchange. When the "joy-riders" reached Hung Hom the car suffered a smash-up, damage to the extent of \$500 being done. Buckmaster was then arrested.

The case was formally adjourned, the accused being remanded in naval custody.

"BIG FIVE" DISCUSSION.

THE INTER-ALLIED MILITARY CONTROL.

Geneva, Dec. 10. "Satisfactory progress on the whole" was officially reported at the conclusion of the conference of the "Big Five," namely, the representatives of the Locarno Powers, who are privately discussing the amelioration of the Inter-Allied military control of Germany, the evacuation of the Rhineland, and other matters arising from the Locarno Pact. The Conference was extended today, by the inclusion of Baron Ishii for Japan, and it was adjourned pending a meeting of the Council of Ambassadors in the afternoon.—*Reuter.*

GERMANY'S COMPLAINT.

Berlin, Dec. 10. The disarmament of the fortresses in East Germany and the export of war material are the outstanding points requiring adjustment according to the Big Five's discussions at Geneva.

The newspapers allege that Britain has demanded the prohibition of the export of a number of unfinished steel products on the ground that they can be used for military purposes, whereas the Germans contend that such prohibition will be the death blow to many factories and that commercial considerations are behind Britain's attitude.—*Reuter.*

REPORTING DIVORCE PROCEEDINGS.

RESTRICTING BILL PASSES THIRD READING.

London, Dec. 10. After an animated debate, the House of Commons agreed to the third reading of the Judicial Proceedings Bill, the object of which is to prevent the publication of certain matter in connection with divorce cases which might be injurious to public morals.—*Reuter.*

Rugby, Dec. 10. The House of Commons passed the third reading of a Bill which regulates the publication of reports of judicial proceedings "in such manner as to prevent injury to public morals." The Bill provides that in proceedings for divorce, nullity of marriage or judicial separation, nothing shall be published except the names and addresses of the parties, the grounds on which the proceedings are brought and resisted, the submissions in points of law on the Judge's summing-up, the jury's findings and judgment.—*British Wireless.*

Observatory returns for November show that the average mean temperature was 62.9, the highest being 83 and the lowest 60.9. There were 204 hours of sunshine and 4.96 inches of rain, whilst the average humidity was 73.

YANG SEN AGAIN.

ATTEMPTS TO SEIZE FOREIGN STEAMERS.

EUGENE CHEN CALLS ON MR. MILES LAMPSON.

IMPORTANT MEETING.

Another attempt by the author of the Wansien incident, General Yang Sen, to commandeer British steamers for troop purposes, is the surprising story told in a *Reuter's* message this morning.

Shanghai, Dec. 11.

In a message from Ichang it is reported that General Yang Sen endeavoured to commandeer British and American vessels to convey troops down the river, but the presence of foreign gunboats and the intervention of the British Consul obtained the withdrawal of his soldiers.

ITALIAN VESSEL SEIZED.

The Chinese troops subsequently proceeded down the river in Chinese transports and an Italian vessel which was seized.—*Reuter.*

"SOON" STRIKE.

Latest information from Hankow, *Reuter's* message continues, is to the effect that the situation remains most quiet, the only incident of any importance being a strike at the Standard Oil Company's installation at Tan Ship Chee.

American gunboats have been sent down to guard the installation during the period of the strike.

EUGENE CHEN IN HANKOW.

A delegation from Canton headed by Mr. Eugene Chen arrived in Hankow yesterday on the Butterfield and Swire steamer, Woosung.

Later in the day Mr. Eugene Chen called on Mr. Miles Lampson, the new British Minister, aboard H.M.S. Petersfield, the Admiral's yacht.—*Reuter.*

UNRULY JAPANESE.

SENT TO PRISON FOR SIX WEEKS.

After having been bound over only a few days ago in a personal bond of \$50, and also fined for assaulting a tramway conductor, a Japanese again appeared before Mr. R. E. Lindsell at the Central Police Court this morning, on a charge of disorderly conduct.

It appears that he had a quarrel with some Japanese women, and early yesterday morning he rushed into a house from the back with a large pen-knife and slit all the bed clothes and pillows. Remarking that the defendant apparently wanted to go to jail, Mr. Lindsell sentenced him to six weeks' hard labour, and ordered him to pay \$17 for the damage, or an additional fourteen days.

ITALY & GERMANY.

COMMENT ON NEW TREATY.

Rugby, Dec. 10. Regarding the Geneva report that Italy and Germany have drafted the terms of a Treaty of Arbitration and Conciliation, which is now ready for signature, it is understood in London that the measure comes within the framework of the Locarno agreements and is quite unexceptionable.

The *Times* says: "The new Treaty differs in no essential respect from those which Germany has already signed with Poland, Estonia, Switzerland and other countries."—*British Wireless.*

SECURITY FOR BRITISH LOANS.

POSITION REGARDING CHINESE CUSTOMS.

TEXT OF REPLY.

London, Dec. 10.

In view of the surprise expressed in Peking regarding Mr. Locker Lampson's statement in the House of Commons on Wednesday relating to the security for British loans to China, the following text of the question and answer is of interest:

Mr. Foot Mitchell asked the total amount of British capital loaned to China and secured on Chinese revenues administered by the Imperial Maritime Customs, whether there is any safeguard for the payment in most cases other than the Maritime Customs and whether, in view of the proposed attempt to expel foreigners from the service, the Foreign Secretary could make any statement of British policy on this issue.

Mr. Locker Lampson said: "The outstanding amount of that portion of the three Chinese Government Loans secured on the revenues of the Maritime Customs which was floated in London approximates £14,500,000. The total British holding of all such Loans, of whatever issue, is impossible to determine but can be estimated at £20,000,000. Under present conditions, there is no other source from which payment could be made except the Customs revenues. His Majesty's Government has every desire to see the maintenance intact of the Maritime Customs Administration, whose excellent services the Chinese nation as a whole, they believe, are fully appreciated by China."—*Reuter.*

RUBBER RESTRICTION.

A WARNING TO CEYLON.

Colombo, Dec. 10.

With reference to the motion of the Legislature, stating that the Council is of opinion that the Ceylon should now stand out from the rubber restriction, the readjustment of which in the recent instructions from the Secretary of State, is uneconomic for Ceylon.

Mr. Amery has telegraphed warning against the serious effects on the industry if Ceylon abandoned rubber restrictions, leading to an immediate fall in prices which would hit Ceylon in the same degree as others. He declares that the maintenance of prosperous conditions for rubber producers is a matter of real importance from the Empire viewpoint, hence our aim, urged by producers and users alike, is to stabilise the price, and that such stability must be sought at a profitable level in order to encourage cultivation and promote research. He points out that the new scale precludes any alteration before next November, but before the period is extended, Mr. Amery promises full consideration to any proposals advanced by Ceylon.—*Reuter.*

THE VOLUNTEERS.

OFFICER PROMOTIONS.

His Excellency the Governor has made the following promotions and appointments in the Hongkong Volunteer Defence Corps:

Captain Robert Melville Smith to be Major.
Company Sergeant-Major Alphonse McCoan Thornhill to be Lieutenant.
Second Lieutenant Eric John Roderick Mitchell to be Lieutenant.

TO-DAY

Dollar on demand 1/11/16
Lighting-up 5.40 p.m.

TANG SHAO-YI.

STILL KUOMINTANG MEMBER.

NO "REDS" OR "WHITES."

One of the most well-known and interesting personalities in the history of China during the past two decades is Mr. Tang Shao-yi (Tong Shu-ye) whose arrival in the Colony on Thursday, after an extended stay in Java, has evoked much interest amongst foreigners and Chinese alike. The student of Chinese pre-revolutionary happenings would yesterday have easily identified, in the tall and dignified figure in rich silk garments of a private Chinese gentleman, the old revolutionary leader and associate of Dr. Sun Yat-sen and Dr. Wu Ting-fang, in those early days when they planned the overthrow of the Manchu dynasty, and the fate of an Empire was indeed in their hands.

FIRST PREMIER.

Much water has passed under the bridge since those early days when Tang Shao-yi undertook the task of forming the first Cabinet of the Republic at Peking, and became its first Premier under Yuan Shih-kai. His disagreement with the ambitions of the latter is now past history, and since that eventful day when he forsook Peking in disgust, Cabinets have come and gone, and with them, men who were patriots and statesmen and others who were merely politicians. But of all those men who have left the political arena none could with greater justification claim to so much respect from foreigners and natives alike for these qualities which he has brought into affairs of state.

Now at the age of 66, he is still an interesting personality, and still keeps in touch with affairs, although too old to take an active part in politics, he told a *Telegraph* interviewer yesterday.

KUOMINTANG MEMBER.

Asked if he were still a member of the Kuomintang, Northern reports having stated he had severed his connections with this body because of its alleged radical leanings, Mr. Tang denied the effect of the reports, and conceded that he was still a member.

The interviewer:—Mr. Tang, you are also credited with being what is termed a "moderate" of the party. Is that true?

Mr. Tang:—Well, that is so. The interviewer:—In that case, you must know that the party has been split into two groups, who are given the names of "Whites" and "Reds" according to their points of view.

Mr. Tang:—There is not such thing as "Whites" and "Reds" in the party.

"RIGHT" AND "LEFT."

The interviewer:—To put it in another way, the Kuomintang is now divided into sections, to which we will give the names of "Right" and "Left."

Mr. Tang:—You may put it in that way. From these remarks, it appears that whilst having passed out of active politics, the veteran statesman still takes a great interest in the progress of the government of his country. He had been three months in Java, and before returning to Shanghai, he states that he is waiting to see relatives who are coming down to meet him from his native village in Hwangshan.

Two remarks which Mr. Tang made before he terminated the interview are worth giving. One was:—"I have never gone back to Peking since I left it in the days of Yuan Shih-kai" and the other was:—"The situation in Canton is stimulating to say the least."

His Excellency the Governor has made the following appointments:

Mr. D. W. Tratman to act as Assistant Colonial Secretary and Clerk of Councils.
Mr. A. Dyer Ball to act as Attorney General.
Mr. J. H. B. Nihill to act as Assistant Attorney General.
Mr. T. W. Ainsworth to act as Police Magistrate, Kowloon.

Bulls and Inners

From the Office Butts.

Now that Hongkong's Postmaster-General has won a bicycle in a raffle, he should have no difficulty in keeping in close touch with the Canton Postal Authorities.

There's no truth in the rumour that Hongkong's departmental wives are going to hold a precedent election to determine who's really who.

Apparently, Lloyd George finds canting about Canton easy!

If he prescribes any more remedies, we shall have to call him Tabloid George.

There's no truth in the rumour that members of St. George's Society are sending Christmas cards to their hosts of St. Andrew's, in order to return Scottish hospitality.

The trouble with lots of these mania right-hand men is that they're liable to turn out left-handed.

The contemporary which remarked that "if Kowloon is not to be spelt as two words, there can be no earthly reason in spelling Hong Kong as two words," and yet itself continues to make the distinction, is obviously inspired from above.

Irishmen aren't the only folk who make "bulls," as Father Byrne probably remarked on reading in the *Telegraph* that he had held the post of "Chairman of the Board of Secondary Teachers" in Australia with headquarters in France.

The term "liberal education" is probably derived from the extent and manner in which papa pays the bills.

Health officials, engaged in an anti-mosquito campaign say they haven't yet scratched the surface. Wish we could say the same.

"Alleged Careless Blasting" says a headline. One should always aspire with emphasis, of course.

"This is a pedder" remarked the tourist with a cold and unconscious truth as she turned out of Queen's Road.

"Latest Arrivals—Canadian Ducks" was not a reference to the Carinthian flappers, but a Dairy Farm announcement.

The bulk of the trippers were no chickens, anyhow.

It is stated that when Mr. Hurst laid out the two pirates with the lead, he responded to the urge of professional habit and called "By the Mark Twain," but they did not appreciate his humorous discovery of a hole in her stocking. And yet she didn't turn a hair when we saw her in a half when we saw her in a half when we saw her in a half.

The Hongkong Golf Club has four Life Members, we read. Might this not be spelt "fore"?

If it had been the St. Andrew's Society which had decided not to hold a ball, most likely we should have heard something about Muriel's characteristic Scottish meanness.

Lots of "wet" orators in the States appear to have been making very dry speeches.

Film producers in America have decided that prohibition is not a subject for comedy. To the sufferers, it's certainly no joke.

After a course of recent novels, we've come to the conclusion that Kong Government against the rakish's too much litter in modern literature.

Too many pirates in this part of the world appear to be enjoying the freedom of the sea. No wonder they have trouble in Russia. There's a town there named Ust-Bielokalitsvenskaya.

With the coming of wireless, gramophone companies are seeking ways of extending business. All the same, we imagine they don't believe in breaking records.

"Shots in Canton" read a heading in the *Morning Post*. Such a startling report should really be substantiated.

"Hopeless Chinese Hash" was the recent heading in a Home newspaper. They must have heard about those Tupsans!

In addition to the "floating indicators" which have been scattered with garbage on the waters adjacent to the Colony, the Sanitary Department might add *Jey's* scent!

"Queen Marie won't find very much of Roumania in this country," stated a writer in an American newspaper. Guess she found almost every other mania.

We listened to a man who the other night told us he played the piano "by ear!" Brute strength would have been a better term.

Suzanne Lenglen says she can't bear the taste of water in America. And judging by some of our tourist visitors, she seems to have plenty of company.

We know a man who paid cash for his motor-car—all except the battery, which he naturally had charged.

A model lad is one who's never had to have his ships kicked under the table when their company at dinner.

One advantage of not being very well known is that you don't get bothered with subscription lists.

Four centenarians have just died in Mexico. Wonder what kind of armour they wore?

Even a waiter finally comes to him who waits.

Now that the evenings are getting dark earlier, there should be more of these hole-in-one golf stories.

One of the new silk stocking shades is described as "bark." Sounds a bit loud.

An English Bishop denies the existence of Hell. Probably he never took up golf.

Judging from the fielding of one of the players in the C.S.C.C. versus Craigengower match, we should say that the best way to hold a ball is not to grab it.

On the Peak tram the other day, we noticed a lady blush because she discovered a hole in her stocking. And yet she didn't turn a hair when we saw her in a half when we saw her in a half.

A London hotel keeper was fined for beating his wife. He must have read it "licker" licence.

Mrs. Besant says that Krishna has Divine powers. Hope this will be remembered should he enter a spaghetti-eating contest now that he's in the States.

A lecturer recently stated that a bachelor's name dies with him. Not if it happens to be Smith or Jones.

There is no truth in the rumour that the Consul-General for Cornwall has protested to the Hongkong Government against the rakish's too much litter in modern literature.

"Sucking pig, still in dispute by of the world appear to be enjoying the freedom of the sea. No wonder they have trouble in Russia. There's a town there named Ust-Bielokalitsvenskaya.

It is red.

ASK YOUR FRIENDS WHAT THEY THINK OF OUR SERVICE!

We take a pride in
every article we
handle

Dry-Cleaning and
Dyeing as it should
be done.



THE INTERNATIONAL DRY CLEANING & DYEING CO.
19, Wyndham St., Hongkong.—36, Nathan Road, Kowloon.

HOLYOAK, MASSEY & Co., Ltd.

(Engineering Department)
(Queen's Buildings.)

THE LEADING SANITARY ENGINEERS.

Why not equip your residence with
modern Sanitary Appliances
Your enquiries will receive the prompt
attention of our experts.

ESTIMATES FREE.

Telephone C.673. Cables "JOSSTREE"
Hongkong.

For Grocery, Vegetables, Meats.

Try the Kwong Lee Store where you will find absolutely
reliable quality, good service and lowest prices.
We make a point of studying every customer's
personal requirements and shall welcome the oppor-
tunity to study yours.

KWONG LEE STORE

ADDRESS:—No. 5 Queen Victoria Street.
(Eastern side of Central Market)

TEL. C. 798.

TEL. C. 798.

THE NAVY'S CHOICE

Coates'
ORIGINAL

PLYMOUTH GIN

OBTAINABLE.

EVERYWHERE.

ARMS POSSESSION.

REPULSE BAY HOTEL BOY CHARGED.

The plea that the defendant was under the coercion of the No. 1 on board the s.s. Bengloe, was submitted by Mr. E. A. Vaux to Mr. J. H. B. Nicholl and Major C. Wilson at the Kowloon Magistracy, yesterday, on behalf of a painter of the Bengloe, who appeared before the Court on a charge of unlawful possession of three revolvers and 300 rounds of ammunition.

Mr. Vaux pleaded guilty to the charge, and in extenuation said that the defendant was a painter on board the Bengloe, but was not one of the senior members of the crew. He was threatened by the No. 1, who forced the prisoner to take the revolver and ammunition.

His Worship: Where was he taking them to?

Mr. Vaux: I don't know, your Worship.

Sergeant Goodwin, prosecuting, said that the defendant was searched on board a bus at the Star Ferry and the revolvers were found in his girdle. The ammunition was concealed in the man's inner pockets.

Bought In Antwerp.

In a statement to the Police, the defendant admitted purchasing the contraband and said that he was taking the arms to the On Tai shop in Shamshui. He further stated he was a poor man and had bought the arms in Antwerp in order to make some money.

The sentence of the Court was two years' hard labour.

Hotel Boy Arraigned.

Defended by Mr. D. McCallum, a "boy" employed at the Repulse Bay Hotel appeared before the Court on a charge of unlawful possession of a dagger.

Mr. McCallum said that his client admitted being in possession of the instrument but his plea was that the defendant was not in "unlawful" possession of the "dagger," which was the ordinary file used by plumbers, although the edges were slightly sharp.

According to the evidence of a Chinese detective, who had been carrying out investigations at No. 225, Nathan Road, he was returning to the Police Station, when on approaching the back door of No. 225, he saw a respectfully dressed man standing outside. On nearing the doorway, four other men rushed out.

The detective seized the nearest man, who happened to be the defendant, and after being searched the dagger (a sharpened three-cornered file) was found in his left hand coat pocket.

Intended Robbery?

The man was taken back to 225, Nathan Road, from where it was learned that five respectfully dressed Chinese called on the ground floor inmates and said that they had come to white-wash the premises. The mistress thought the men were too well dressed to be lime-washers and shouted out that there were thieves in the house.

The men then rushed out, four of them escaping, while the defendant was caught by the detective.

After hearing the detective's evidence the Court ruled that the instrument could be considered a dagger within the meaning of the Ordinance, and that there was a *prima facie* case against the defendant.

Defendant's Story.

Mr. McCallum then put his client into the witness box. He stated that he was employed as a boy at the Repulse Bay Hotel and was granted a week's leave on November 8. He had, however, overstayed his leave by a few days.

Referring to the weapon found on his person, the defendant said that it was given to him by a man, whom he had met in Hongkong. On November 21, he met this friend in Yau-mat, when he was asked to hold the dagger, while the other went to a friend's house.

On their way to the house, the two men met three others, who greeted the defendant's companion. They were asked to wait at the entrance of Pilem Street, while the man went to collect money from a debtor. The defendant was asked to accompany him into the house. There was nobody at home and the defendant's friend said that they had better go as the man was not out at home.

They then went back into Pilem Street and after waiting for some distance he was arrested by the detective.

In view of the defendant's statement the Court allowed the owner of No. 235, Nathan Road to be called to rebut the evidence of the defence.

Evidence Rebutted.

The tenant, a Chinese woman, said she was lying down in her front room on the day in question when the man made a report to her. The mistress then saw the defendant go into her sitting room. When asked what his business was, the defendant replied that he had come to white-wash the house.

The woman accused the man of being a robber and rushed to the back door and raised the alarm.

RETIRING MINISTER.

SIR RONALD MACLEAY IN HONGKONG.

Sir Ronald Macleay, K.C.M.G., the retiring British Minister to Peking, and Lady Macleay, arrived in the Colony on the P. and O. s.s. Macedonia yesterday morning, and will resume their journey Home on the same steamer to-day.

Opportunity was taken by Sir Ronald yesterday morning of investing Mr. E. A. Kirke, H. B. M. Consul at Swatow, with the insignia of a Commander of the Most Excellent Order of the British Empire, a decoration announced in the last Birthday Honours List. The investiture was private.

The defendant dashed out of the house and was arrested.

Mr. McCallum submitted that the whole case was a put up job, by the Chinese detective in conjunction with the defendant's alleged friend who had previously borrowed money from him.

The Court convicted the defendant and passed sentence of eighteen months' hard labour.

THE WORLD BEAUTY PARLOUR

58, Nathan Road, Kowloon.
SPECIAL NOTICE.

We have the very latest method and safest machine for our PERMANENT WAVE which arrived from New York on the 27th inst.

We can gladly say we have had two very successful results since using it.

Our prices are very reasonable and in return we give satisfactory results, for particulars apply Madam Alma phone K. 1378.

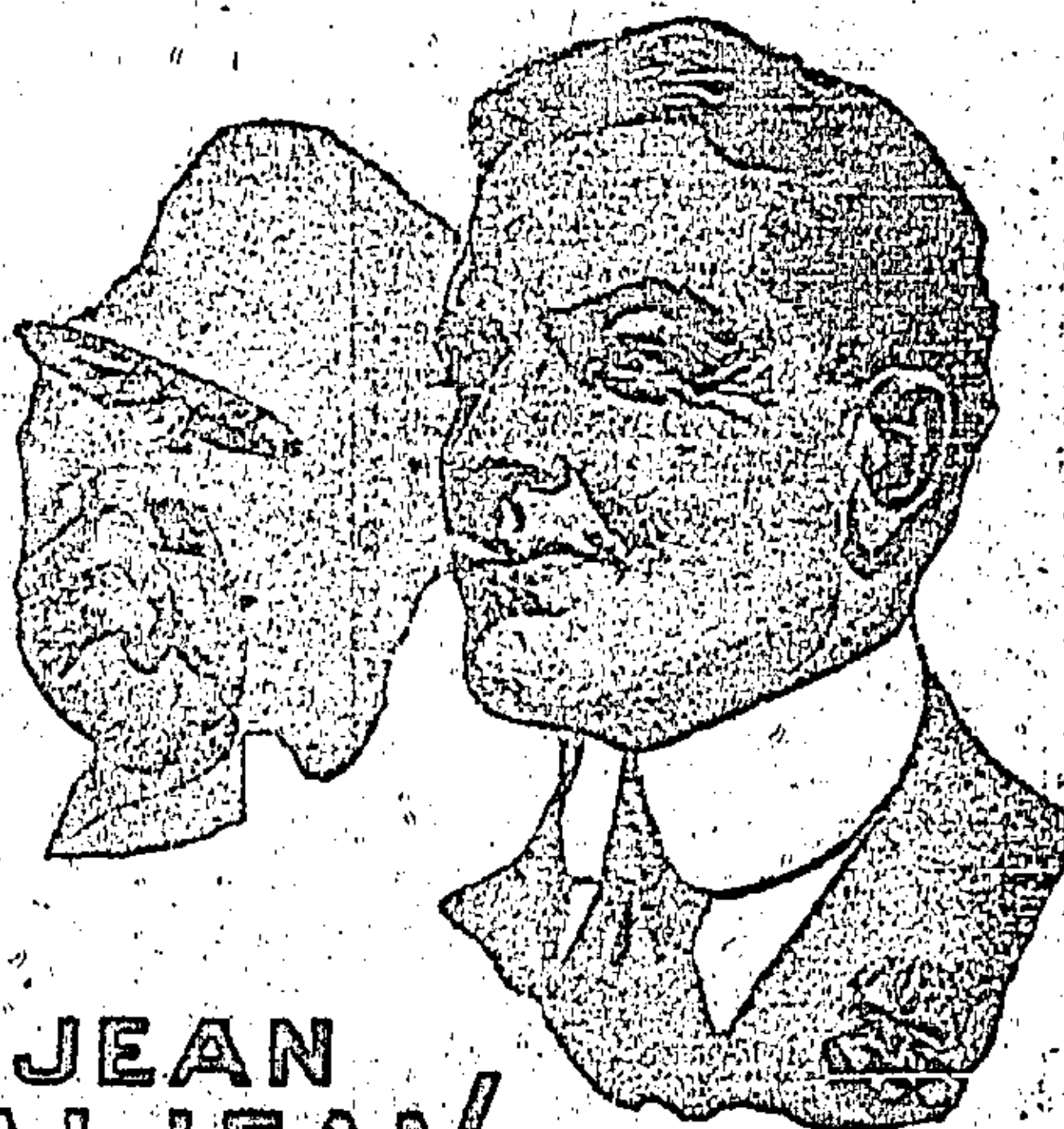
We open daily from 8 a.m. to 8 p.m. Sunday from 10 a.m. to 1 p.m.

When buying Toilet requisites and articles for personal use, one wishes to be very sure that they are of the highest quality and of undoubted purity and freshness.

The Queen's Dispensary.

guarantees these qualities to all who make their purchases there, and in addition a courteous and obliging service.

22, DES VOEUX ROAD TEL. CENTRAL 492.
(NEXT TO WHITEAWAY'S)



JEAN VALJEAN
"Truly a Cigar"

ABAQUERIA FILIPINA
LEADING TOBACCONISTS IN THE FAR EAST

Across Canada

THE NEW ROUTE from Hongkong to England

Canadian National Railways can book through on all steamship lines.
Daily trains from Vancouver to Montreal also direct connections to New York.

Every comfort and convenience en route.

Unexcelled scenery.
Modern all steel trains.
Lowest rates available.

FOR BOOKLETS AND ALL INFORMATION APPLY TO
HONGKONG OFFICE,
ASIATIC BUILDING
Phone C. 2004.

CANADIAN NATIONAL RAILWAYS

The Largest Railway System in America



Distributors

American Milk Products Corporation.

5, Duddell Street.

Tel. C. 3722.

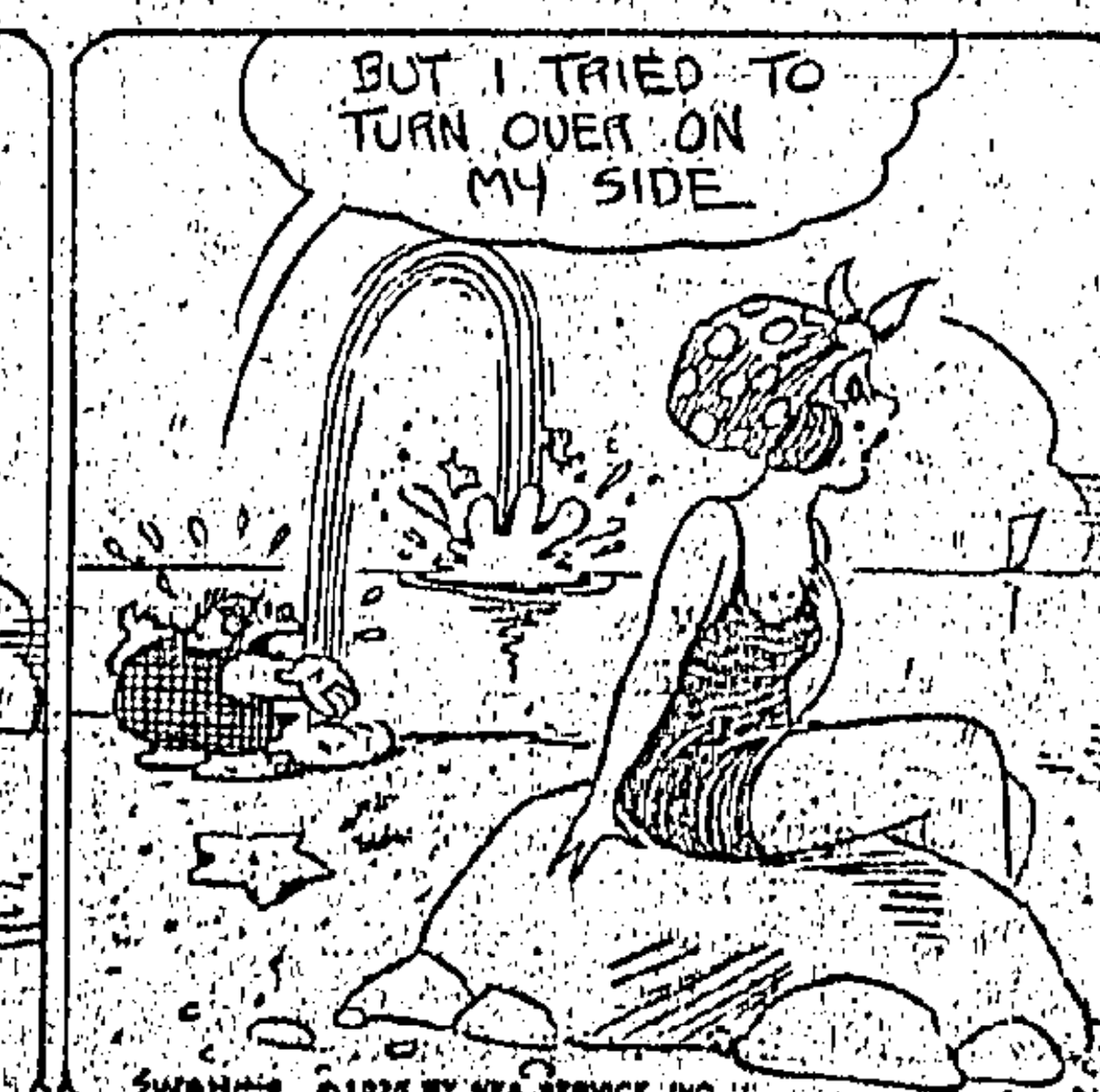
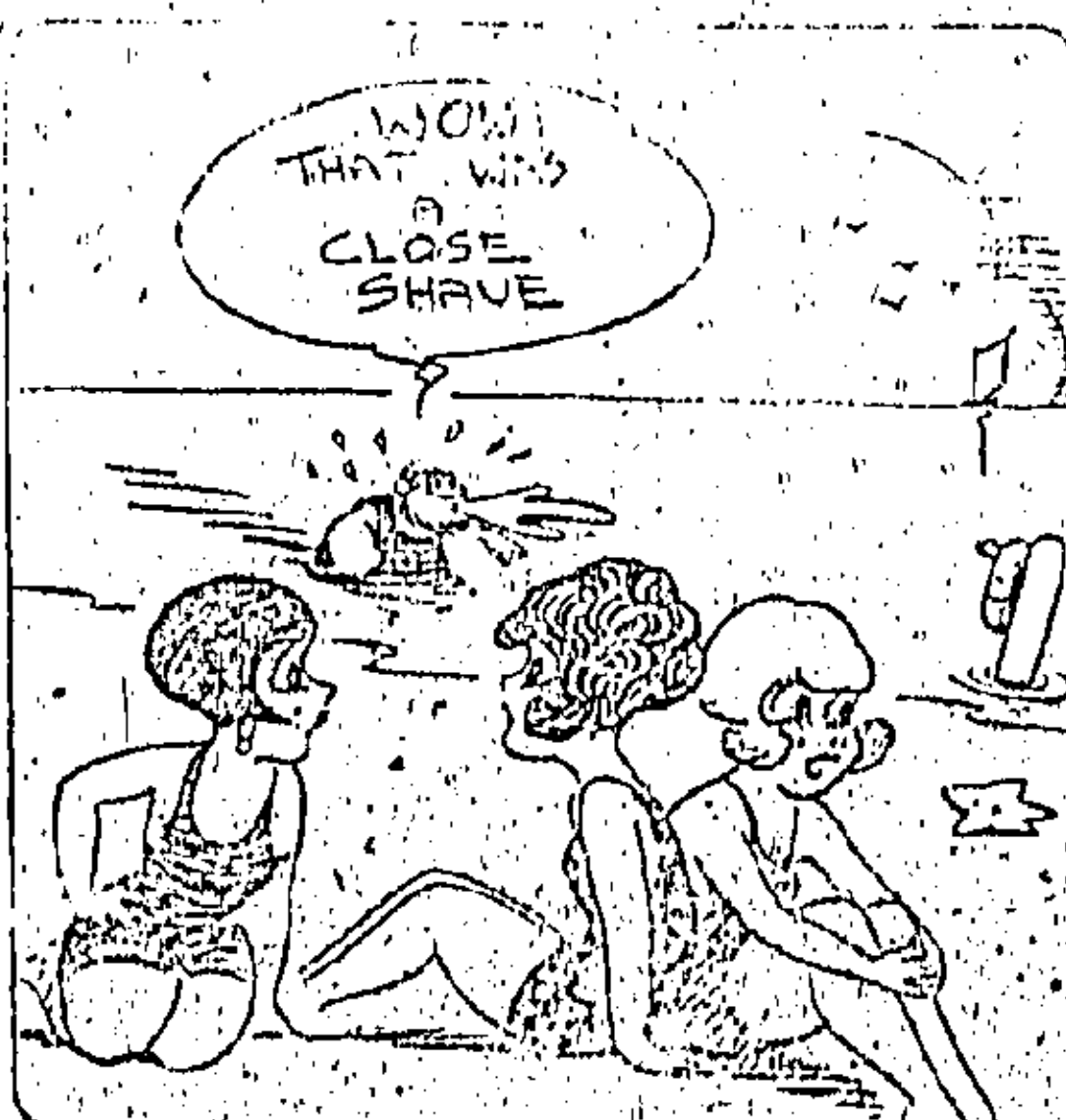
Avoid colds

By taking SCOTT'S Emulsion which promotes the strength to resist coughs, chills, colds, influenza and all bronchial affections. Ask for

SCOTT'S
Emulsion
The protector of life



SALESMAN SAM

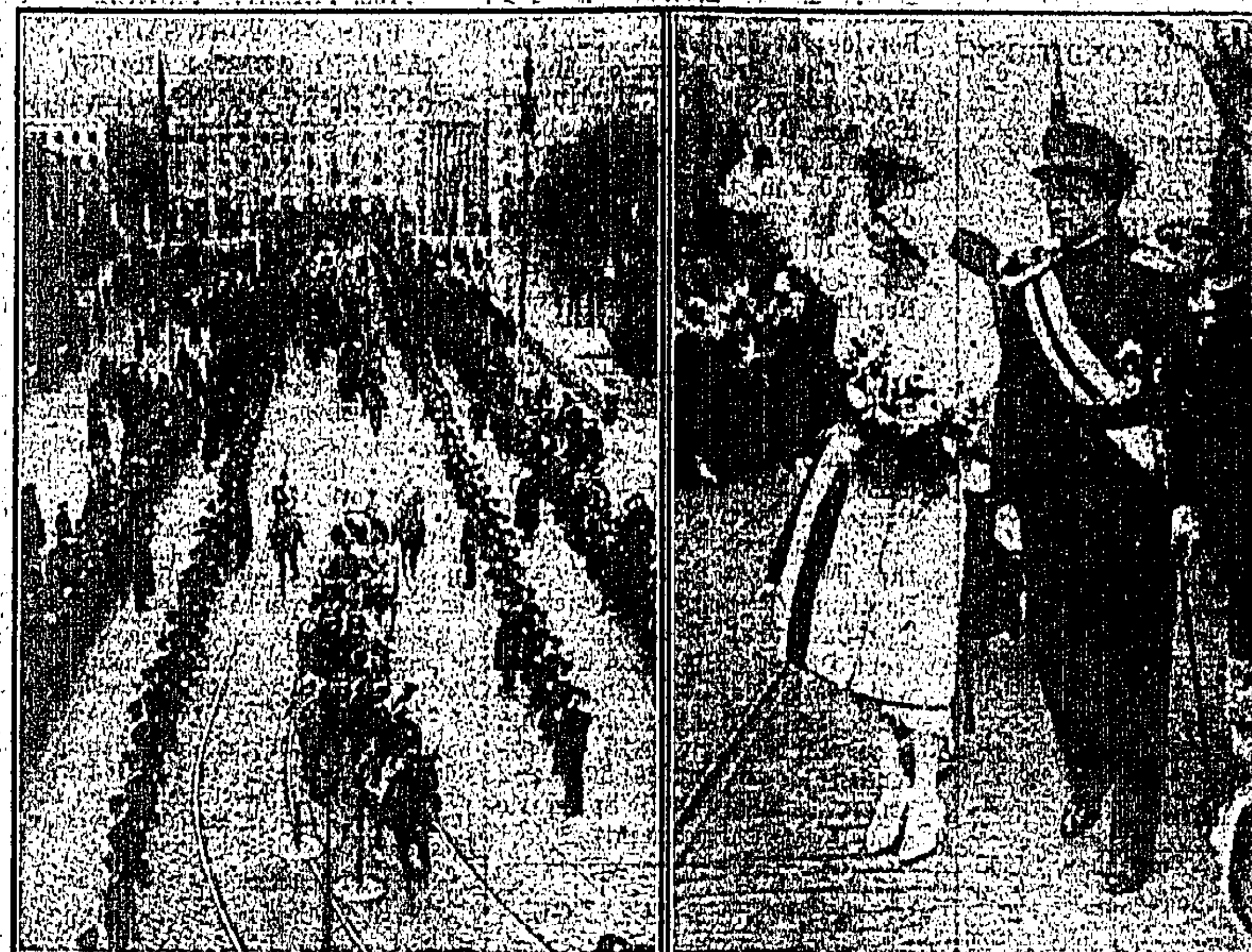


Poor Judgment

By Swath

BELGIAN-SWEDISH ROYAL WEDDING.

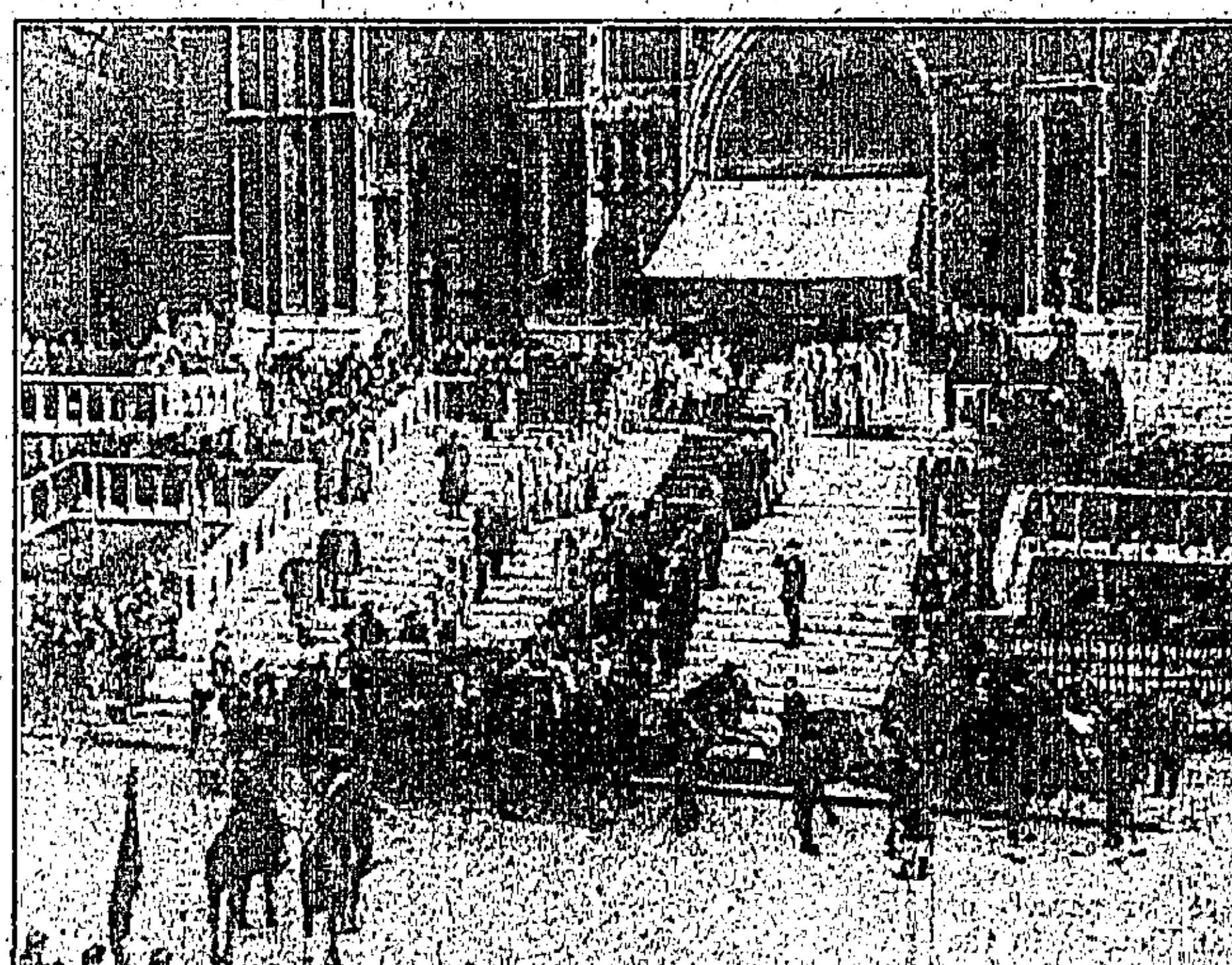
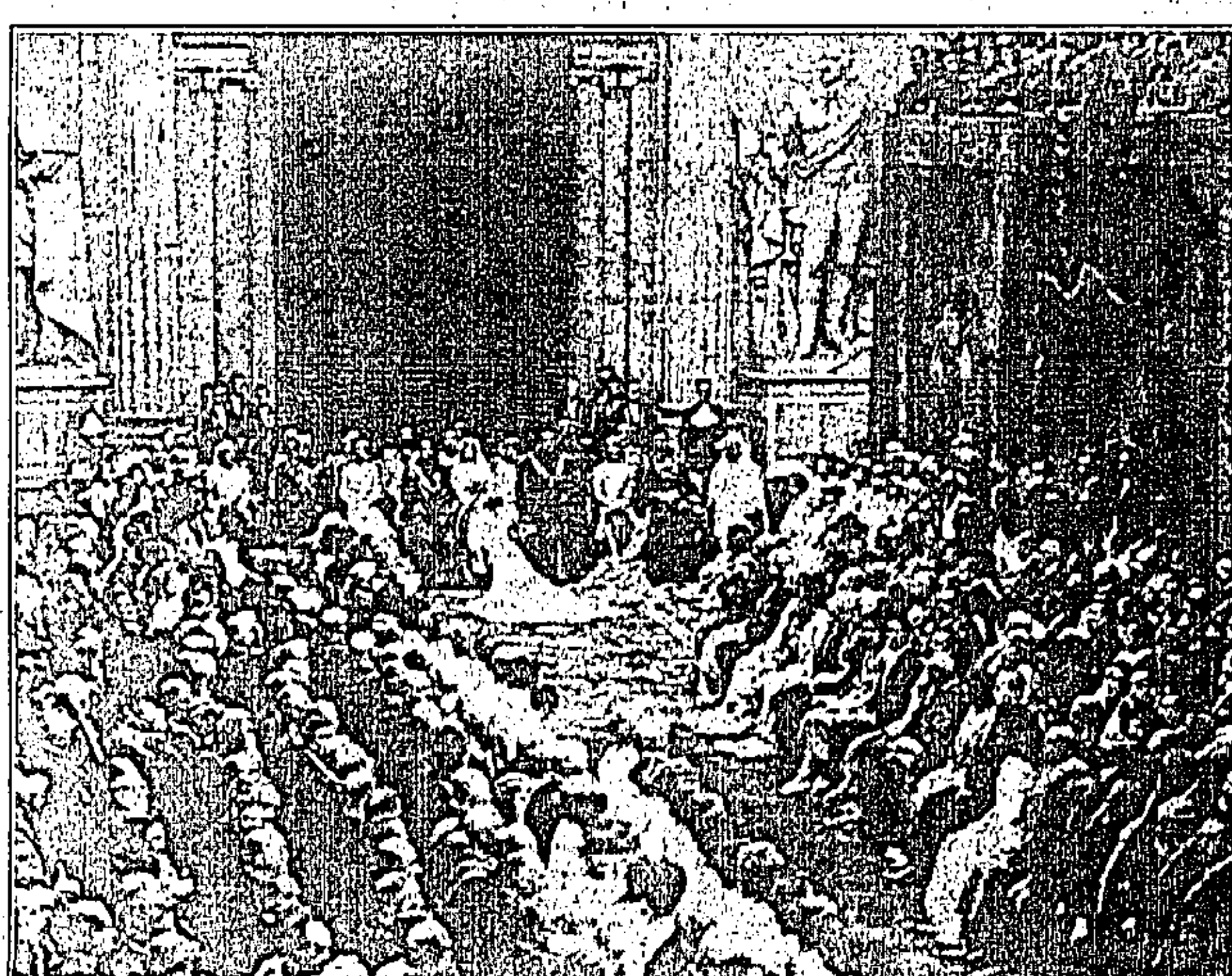
(Photos: Central News, London.)



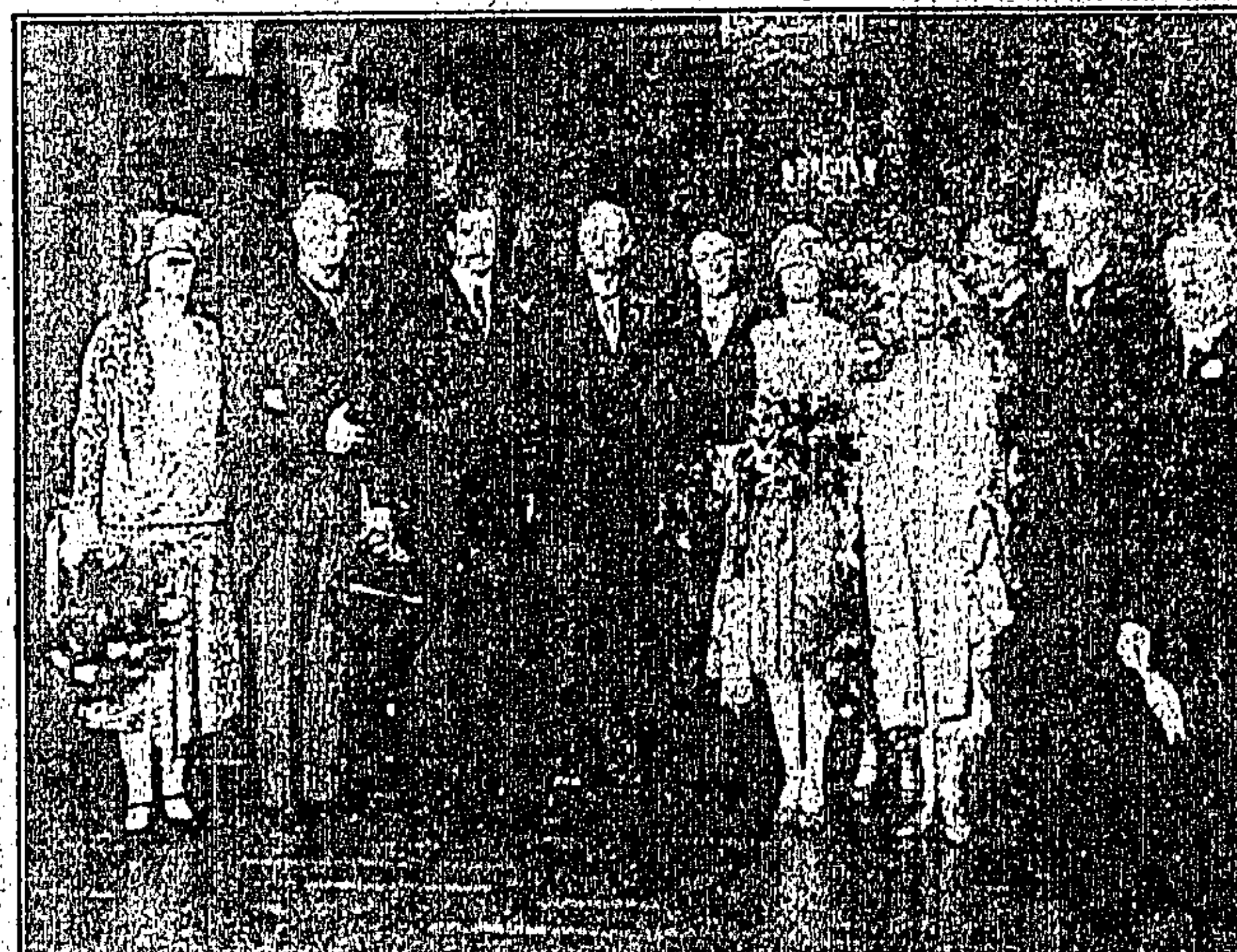
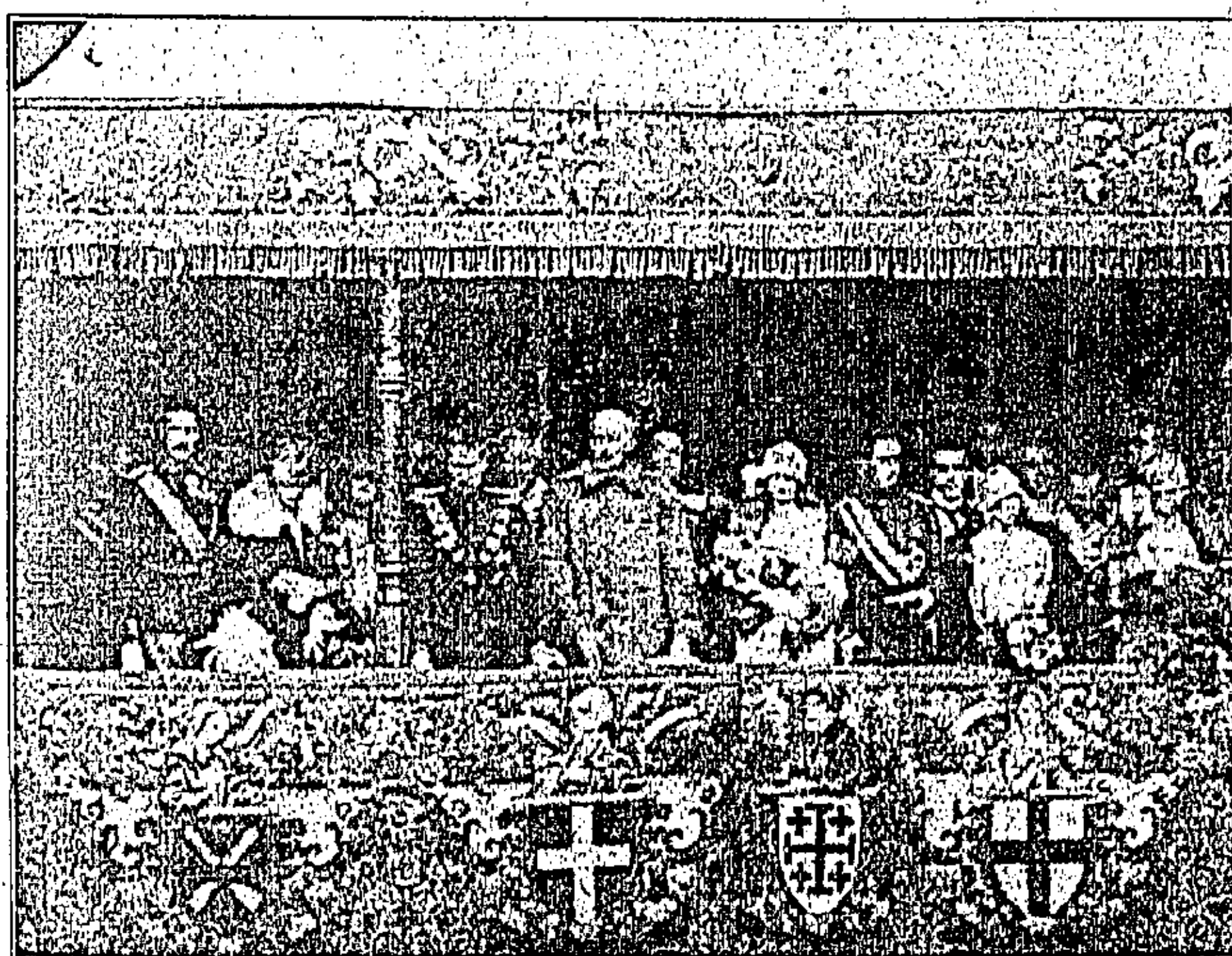
At left is the Crown Prince of Belgium and his bride, Princess Astrid of Sweden, photographed immediately after the Civil wedding at Stockholm; the central picture shows the Royal procession through Stockholm; whilst on the right are seen the Prince and Princess walking through the streets of Antwerp.



Left, the Royal couple with eight bridesmaids and eight groomsmen taken immediately after the civil wedding in Stockholm; right, Prince Leopold and Princess Astrid among their many wedding presents.



Left, scene in the Throne Room of the Royal Palace at Stockholm during the civil ceremony; right, the Royal couple arriving at the Cathedral at Brussels for the religious ceremony.



Left, many Royal personages who attended the civic reception in the Brussels Town Hall; right, four Kings and two Queens who were present at the wedding in Stockholm.

Ready for Service



GOLF COATS finely tailored of good serviceable tweeds that will withstand hard wear

From \$35.00

TROUSERS of Grey flannel or Cream Gabardine. Cut to ensure comfort and freedom of movement

\$17.50 \$19.50

PULL-OVERS, all wool, Scotch knit, in plain colours or quiet or gay designs. A large selection

From \$17.50 to \$35.00

"K"
Golf Shoes
with crepe
rubber soles

GOLF HOSE in a variety of plain colours with plain or fancy tops or fancy legs with plain tops. A wide selection at prices ranging

From \$5.00

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH & CO., LTD.

MEN'S WEAR SPECIALISTS

Alexandra Building.

Des Voeux Road.

BOOKS & PAPERS

Latest News of the World, Sporting, Children's and all kinds of Home papers, Magazines, Ladies' and Children's Fashions, Leach Publications, Story Books, Novels, Tit-Bits, The Humorist, etc., and also Stationery of all kinds.

OBTAINABLE AT—

VICENTE ATIENZA & Co.

Tel. K. 155

54, Nathan Road, Kowloon.

YE OLDE PRINTERIE LIMITED.

PICTURESQUE HONGKONG

A TRIUMPH OF THE CAMERA

A HANDSOME VOLUME OF REAL PHOTOGRAPHIC PRINTS, WITH A WELL-WRITTEN DESCRIPTION OF THE SCENES DEPICTED

PRICE—\$5.00 Obtainable at Brewer's or the Publishers—

CHINA BUILDING BASEMENT

Entrance Facing QUEEN'S THEATRE

Telephone 3797.

ROYAL & CO.

The Leading Shoemakers

Established 15 Years.

All styles made to order.

Dancing Shoes a Speciality.

New Leathers Just Arrived. Shoes re-covered in all colours, fabrics and leathers

No. 1, D'Aguilar Street,

Telephone C. 3237



WHITEAWAY'S

on

Monday, December 13th.

A SPECIAL SALE

of

BOYS' TWEED SUITS & OVERCOATS

at

LESS THAN COST PRICE

Parents. Do Not Miss this opportunity.

Come early. Best Bargains Go First

WHITEAWAY, LAIDLAW & CO., LTD.
HONGKONG.

Prepaid Advertisements

25 WORDS FOR \$1.00
(\$1.50 if not prepaid)
The following replies are awaiting collection—
1392, 1342, 1397, 1441, 1444, 1456, 1482, 1453, 1512, 1516, 5, 26, 32, 38, 72, 80, 88, 101, 102, 118, 123, 129

SITUATIONS VACANT.

Experienced Marine Engine Draughtsman required by Shanghai Dockyard, salary \$450 per month. Applications will be treated in confidence. Send full particulars to Box No. 129, care of "Hongkong Telegraph."

LOST.

LOST.—Small black Leather case, on Star Ferry. Kindly communicate with P. O. Box No. 384.

PREMISES TO LET.

TO LET.—One European FLAT Wanchai, Cap Road, Hongkong. Apply to 82, Kennedy Road.

TO LET.—Office Rooms, 2nd Floor, New Hongkong Bank Building. Apply Sang Kee, same building.

TO LET.—A three roomed European FLAT on top floor of No. 14, Conduit Road. Apply to H. M. H. Nemaze.

COMMODOUS OFFICES to let in No. 7, Queen's Road Central, also two small offices in 1A, Chater Road. Apply E. D. Sassoon and Company, Ltd.

TO LET.—On Peak, 5 roomed furnished house. From early March, for 10 months. Good garden. Modern sanitation. Apply Box No. 131, care of "Hongkong Telegraph."

TO LET.—European house, 4 VICTORIA VIEW, KOWLOON, three minutes from ferry, near New Kowloon Hotel. Vacant January 1st. Apply Tung Tak Co., China Buildings, 6th floor.

TO LET.—One European House with six rooms, servants' quarters, bathrooms, garden and garage, known as No. 2, Argyle Street, Homuntin. Please apply to Box No. 130, care of "Hongkong Telegraph."

COMMODOUS Ground Floors of Nos. 16, 15 & 17, Connaught Road C, and First Floor of No. 16. Next P. and O. Bldg. Suitable for shipping offices. Apply S. K. Trust Ltd., 29, Connaught Road C.

TO LET.—For 12 months or longer (immediate possession or early Spring) HOUSE in Peak district, near motor road; fully furnished. Write Box No. 112, care of "Hongkong Telegraph."

TO LET.—Furnished February, 1927, a good four roomed house with bedroom and servants' quarters. Modern conveniences. Apply 5, Observatory Villas Observatory Road, Kowloon.

INVESTMENT shares negotiated in small or large lots: houses and flats managed or rented for others going home. Mortgages arranged on secured properties yielding good interest. Apply the Hongkong Small Investors' Share & Real Estate Co. Tel. C.4530.

DANCING

A DANCE

will be held at the **Palace Hotel** Kowloon **TO-NIGHT** the 11th December at 9 p.m. **The Black & White Syncopated Orchestra** will be in attendance with all the latest jazz music. Ladies are cordially invited.

Before You Advertise
DISCOVER WHICH
NEWSPAPER
Your Friends Read

NEW ADVERTISEMENTS.

ROWING

"HONG FOURS" CHALLENGE CUP

Presented by
E.B.C. HORNELL, ESQ.
Open to all firms operating in Hongkong also any Government Department.

The next annual race will take place on Saturday, January 16th. For particulars of training facilities apply to:—

F. J. EASTERBROOK.
Hon. Secretary, N.H.S.Y.C., North Point, Hongkong 17, December 8th.

MRS. SEMA BELILIOS DECEASED.

All persons having claims against the estate of the above named deceased are requested to send them to the Undersigned, as soon as possible.

JOHNSON STOKES & MASTER,
Solicitors &c.,
Prince's Building.

BLIND HOME.

Kowloon City Road
KOWLOON.

Come and See our 47 Blind Girls at Work and Hear Them Sing. (Hours 10 to 12 a.m. 2 to 4 p.m.) They knit Socks, Shawls, Jersey Suits, Cardigans, Jumpers, Etc.

Daintily Dressed Dolls \$2.50 each. Ladies' Own Wool or Silk Knitted to Order 30 cents to \$1.00 per oz.

K. BESWICK,

Superintendent,
20 Minutes from Star Ferry
by No. 8 Bus.
Telephone: K.101.

THE CHINA LIGHT AND POWER CO., (1918), LTD.

NOTICE is hereby given that the EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS in the above Company will be held at the Head Office of the Company, St. George's Building, Chater Road, Hongkong, on THURSDAY, the 23RD DECEMBER, 1926, at 11.30 o'clock in the forenoon, for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ended 30th September, 1926, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Tuesday, 14th December, 1926, until Thursday, 23rd December, 1926, both days inclusive.

SHEWAN TOMES & CO.,
General Managers.
Hongkong, 8th Dec., 1926.

DISTRICT OFFICE SOUTH.

NEW TERRITORIES, HONGKONG.

In the matter of the Fuk Tin Tong.
To All to Whom it may concern:—

Whereas the following properties situate in the New Territories and registered as Lots Nos. 939, 959, 964, 965, 968, 969, 970, 972, 974, 1104, 1105, 1108, 1114, 1116, 1119, 1120, 1121, 1123, 1124, 1125, 1126, 1127, 1131, 1132, 1134, 1137, 1153 and 1177, in District No. 4 at Cheu and 1177, in District No. 4 at Cheung Sha Wan in the New Territories, Colony of Hongkong, are the properties of the Fuk Tin Tong and Whereas it is the intention of the Manager of the said Fuk Tin Tong to distribute the said properties and certain funds belonging to the Tong which are now in the possession of the Manager among the persons entitled thereto, NOTICE is hereby given that all persons having any claim against or interests in the above properties or funds or in the said Fuk Tin Tong must forward the same in writing to the District Officer South not later than Friday, the 31st day of December, 1926, after which date no claim or demand will be entertained and the District Officer will sanction the distribution of the properties and funds of the said Fuk Tin Tong among the claimants whose claims have been duly approved.

W. SCHOFIELD,
District Officer, South.
Dated this 30th day of November, 1926.

CHINA AUCTION ROOMS.

PUBLIC AUCTION.

PARTICULARS AND CONDITIONS OF SALE

of the
VALUABLE LEASEHOLD PROPERTIES

situate and being

Nos. 7 & 8, Mul Fong Street,
No. 4, Mosque Terrace,
No. 4, Ko Shing Street,
No. 22, Stanley Street,
No. 153D, Des Vœux Road,
West, and No. 53, Robinson Road,
Victoria, in the Colony of Hongkong

To be sold
by order of the mortgagee

PUBLIC AUCTION on FRIDAY,

the 17th day of December, 1926,
at 3 o'clock p.m.

IN SIX LOTS,

by
MR. E. V. M. R. DE SOUSA,
Auctioneer.

AT THE CHINA AUCTION ROOMS,
No. 4, Duddell Street, Victoria,
Hongkong.

The properties consist of:—

Lot 1. All those pieces or parcels of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as Section H of Inland Lot No. 1247 and Section H of Inland Lot No. 1262 respectively together with the respective messuages or tenements thereon erected and known as Nos. 7 and 8, Mul Fong Street respectively held for the residue of the respective terms of 999 years created therein by two Crown Leases dated respectively the 4th day of June 1892 and the 21st day of June 1893 and both made between Her late Majesty Queen Victoria of the one part and Agathon Frederick Woldemar Nisnin of the other part.

Lot 2. The piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as the Remaining Portion of Section B of Inland Lot No. 504 together with the messuage or tenement thereon erected and known as No. 4, Mosque Terrace, held for the residue of the term of 999 years created therein by a Crown Lease dated the 31st July 1855 and made between Her late Majesty Queen Victoria of the one part and W. A. Harland of the other part.

Lot 3. The piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as the Remaining Portion of Marine Lot No. 68, together with the messuage or tenement erected thereon, and known as No. 4, Ko Shing Street, held for the residue of the term of 999 years created therein by a Crown Lease dated the 31st day of July 1873 and made between Her late Majesty Queen Victoria of the one part and Lee Hing of the other part.

Lot 4. The piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as Section E of Inland Lot No. 21 together with the messuage or tenement thereon erected and known as No. 22 Stanley Street, held for the residue of the term of 924 years under an extension of Crown Lease dated the 3rd day of November, 1872, and made between Her late Majesty Queen Victoria of the one part and Claudio Ignacio da Silva of the other part.

Lot 5. The piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as the Remaining Portion of Section L of Marine Lot No. 414, together with the messuage or tenement thereon erected and known as No. 153D, Des Vœux Road, West, held for the residue of the term of 999 years created therein by a Crown Lease dated the 14th day of December, 1917, and made between His Majesty King George the Fifth of the one part and H. C. B. Rienecker, the Public Trustee, G. V. R. Rienecker and H. Wrenacre of the other part.

Lot 6. The piece or parcel of ground situated at Victoria in the Colony of Hongkong and registered in the Land Office as Inland Lot No. 942, together with the messuage or tenement thereon erected and known as "Hazeldean" No. 53, Robinson Road, held for the residue of the term of 999 years created therein by a Crown Lease dated the 5th day of July, 1922 and made between His Majesty King George the Fifth of the one part and Lo Cheung Shiu of the other part.

CHURCH NOTICE.

A CHANGE OF ONE DOLLAR IS MADE FOR NOTICES UNDER THIS HEADING.

First Church of Christ, Scientist, Macdonnell Road, below Bowen Road Tram Station. Sunday Service: at 11.15 a.m. Subject: "God the Preserver of Man." Wednesday: Evening Meeting at 5.30 p.m. Reading Room at above address open: Tuesday and Friday: 10 a.m. to 12 noon. Monday and Thursday: 5 to 7 p.m. The Public is cordially invited to attend the Services and visit the Reading Room.

St. John's Cathedral, Hongkong. 12th December, 1926, 3rd Sunday in Advent; Holy Communion (8 a.m.); Sunday School (10 a.m.); Matins (11 a.m.). Preacher: Rev. N. V. Halward, M.C. Subject: The Call from the Far East. Evensong and Baptism (8 p.m.). Preacher: The Cathedral Chaplain. Subject: Christ's Gladness. There will be a Social Gathering in the Cathedral Hall after Evensong. A cordial welcome will be extended to all service men and others. There will be music and Light Refreshments.

ST. STEPHEN'S COLLEGE.

Prospect Place, Bonham Road.

The new School Year begins December 13. Entrance Examination for New Boys, Saturday, December 11th at 9.30 a.m. For prospectus, for boarders and day-boys, apply

ST. STEPHEN'S COLLEGE, Prospect Place.

suage or tenement thereon erected and known as "Hazeldean" No. 53, Robinson Road, held for the residue of the term of 999 years created therein by a Crown Lease dated the 5th day of July, 1922 and made between His Majesty King George the Fifth of the one part and Lo Cheung Shiu of the other part.

Particulars and Conditions of Sale may be had from:—

MESSRS. DEACONS,

Vendor's Solicitors,
1, Des Vœux Road, Central,

or from

MR. E. V. M. R. DE SOUSA.

The Auctioneer.

Hongkong, December 2, 1926.

Mr. Zane Grey, the author, and party have sailed for a cruise of several months in the South Seas. They left San Pedro, California November 16.

CONSIGNEE NOTICES.

LLOYD TRIESTINO NAVIGATION COMPANY.

From TRIESTE, VENICE, BRENDISI PORT SAID, MASSAUA, ADEN, KARACHI, COLOMBO, PENANG and SINGAPORE.

The Steamship,

"VENEZIA."

Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the "Hongkong" and "Kowloon" Wharf and Godown Company Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 10th inst.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 17th inst. will be subject to rent.

All claims against the vessel must be presented to the undersigned on or before the 27th inst. or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th inst. at 10 a.m. by our surveyors Messrs. Goddard and Douglas.

No Fire Insurance has been effected. Bills of Lading will be countersigned by

DODDWELL & CO., LTD.
Agents.

Hongkong, December 11, 1926.

OCEAN STEAM SHIP CO. LTD.

CHINA MUTUAL STEAM NAVIGATION CO. LTD.

Consignees per Company's Steamer "OANFA."

From UNITED KINGDOM via SINGAPORE.

are hereby notified that the cargo will be discharged into the Godowns of the "Hongkong" and "Kowloon" Wharf and Godown Company Ltd., at Kowloon, where it will lie at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from the Godown on and after 11th December.

Optional cargo will not be landed here, unless notice has been given prior to steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after 17th December will be subject to rent.

All Claims against the "Steamer" must be presented to the undersigned on or before the 31st December, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE,
Agents.

Hongkong, December 10, 1926.

KOMOR & KOMOR VIENNA FAYENCE

Have received their consignment of

VIENNA ORNAMENTS

every piece a work of art and most suitable for XMAS or WEDDING Presents.

Also a nice collection of inexpensive

JAPANESE PRINTS

Prices ranging from 50 cents to \$1.20

Our Collection of Chinese & Japanese CURIOS is unique.

KOMOR & KOMOR

Art and Curio Experts

St. George's Building

Chater Road.



Acceptable Gifts for Christmas

NEW SHIPMENTS OF—
HOUBIGANT & COTY'S
Perfumes and Toilet Waters.

YARDLEY'S LAVENDER TOILET
SETS, etc., etc.

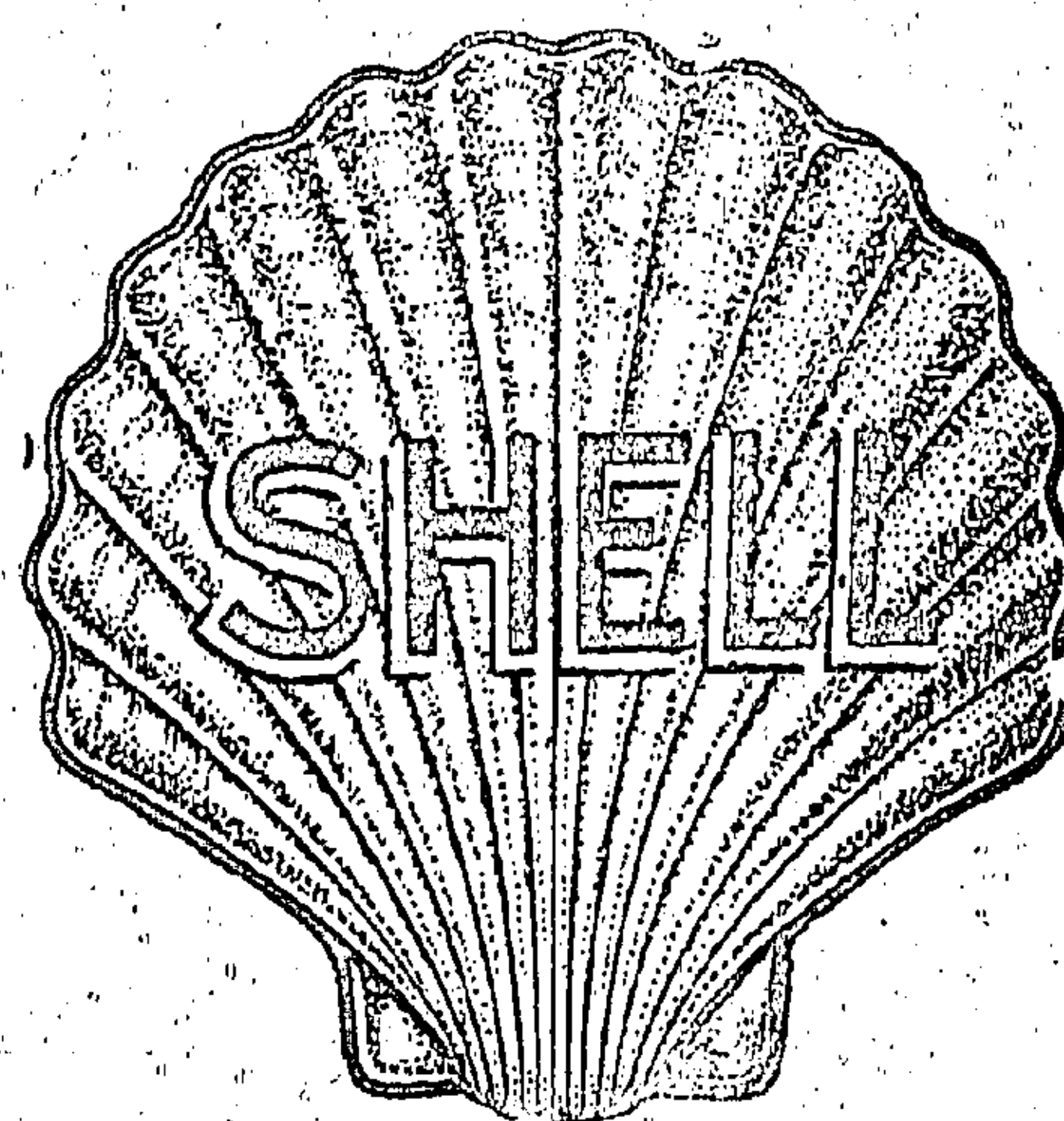
NARCISSE DE CHINE
TOILET SETS

CALEY'S
ENGLISH (NORWICH) CHOCOLATES

IN FANCY BOXES.

The COLONIAL DISPENSARY.

17, Queen's Road, C.



MOTOR SPIRIT

MAY NOW BE
OBTAINED

from

THE CENTRAL FILLING STATION

open from 7.30 a.m. to 9.30 p.m.

(Hongkong Hotel Garage)

at

CITY HALL

THROWN OUT OF A VICARAGE.

WIFE SPENDS A DAY IN PADDED CELL.

An appeal made by Geoffrey Phillip Herbert de Freville, son of the vicar of Oakbridge, near Stroud, against an order granted by Workingham justices for wife desertion, was dismissed in the Divorce Court last month.

Mr. T. Bucknill, for the husband, said that part of the application referred to a refusal of the justices to permit the husband to call a doctor who was a material witness. There were two points in the case. First, whether there was desertion at all; and, secondly, whether the justices were right in refusing to hear the doctor.

The parties were residing at the material time at Oakbridge Vicarage. In May last, however, the wife went to her own parents, and on June 9 her solicitor wrote to the husband saying that unless he was prepared to execute a separation deed and make his wife and child a suitable allowance she would have to take steps to protect herself, owing to the impossible relations which prevailed at Oakbridge Vicarage.

On the same day, said Mr. Bucknill, the wife went back to the vicarage and caused a scene, and her conduct was such that on the same day she was seen by a Dr. Dill and sent to an asylum at Gloucester. The appellant desired to call the doctor before the justices, but permission was refused.

Threw Her Nightclothes After Her.

Counsel read the evidence given before the justices, in which the wife stated that when she went to the house her husband threw her out of the house and threw her night clothes after her in the rain. A doctor was sent for, and she was taken to a padded cell. Next day it was found that there was nothing wrong with her, and her father fetched her away.

The appellant's father, the Rev. Frederic de Freville, Vicar of Oakbridge, also gave evidence that the wife was frequently strange in her manner, used to shut herself up in her room, refused food, and wandered about Stroud. On June 9 she went to the vicarage in an excited state and his son turned her out. She said to the vicar that she would denounce him in his church on Sunday, struck him in the eye, and tore his son's coat to ribbons.

Mr. Tyndale, for the wife, opposing the appeal, said it might very well be that the wife was angry after being thrown out. The conduct of the appellant seemed to have been about as shocking as that of any husband could be.

MYSTERY OF R.A.'S PICTURE.

RETURNED AFTER 36 YEARS.

A new type of problem picture is mystifying Sir John Lavery, the famous R. A.

In this case the problem is how the picture "The Tennis Party"—a fine example of Sir John's early work—has returned to London from Munich after 36 years.

In 1890 the picture was bought by the Bavarian Government for exhibition in the New Pinakothek Art Gallery in Munich.

Sir John is now surprised to see it on the walls of the French Gallery in Pall-mall, the authorities of which purchased it recently from a well-known Munich art dealer, who it is assumed, bought it from the Pinakothek, or sold it on behalf of that gallery.

"Unheard of Thing."

When the picture was acquired by the Bavarian Government Sir John understood that it was intended for permanent exhibition at Munich, and he cannot understand why the Pinakothek should have disposed of it.

He is therefore writing to the Munich authorities in the hope of ascertaining their reasons for parting with the picture.

"I have never heard before of a State gallery such as the New Pinakothek is, disposing of pictures except certain Old Masters that have become out of date," Sir John told a *Daily Chronicle* representative. "But," he added, "for a State gallery to dispose of works by a living artist is to me an unheard-of thing."

"I was astonished when I heard that the picture was at the French Gallery, and about a fortnight ago I went to see it there. I was pleased to find that it had worn wonderfully well and was in excellent condition."

His Best Period.

"The Tennis Party" was painted by Sir John Lavery in 1885, and bought by the Bavarian Government in 1890.

In 1914 it was lent to Sir John for his retrospective exhibition in London, and returned by him to Munich about two years later. By certain art-critics the picture is regarded as representative of Sir John's best period of work.

The secretary of the French Gallery is unable to throw any light on the mystery of the picture leaving the New Pinakothek.

"All we know is that we bought the picture from a dealer in Munich. Since the story of its removal from Munich became known it has been one of the principal attractions at the gallery."

"On its merits as a painting, it should find its way to the Tate Gallery."

A new miracle in music—

the New

Orthophonic Victrola

Have you heard it?

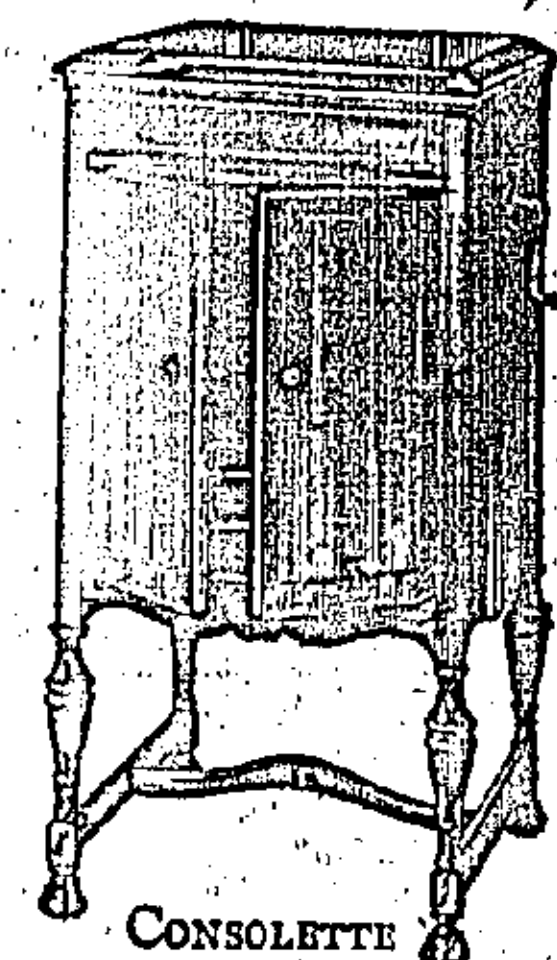
All over the world, the New Orthophonic Victrola is creating a great sensation. Every day thousands of people are repeating the enthusiasm of Marcel Journet, Fritz Kreisler, Madame Schumann-Heink and other famous musicians who have heard it. Every day thousands of people are realizing that one of the greatest musical events in generations is taking place.

By an entirely new scientific principle the entire range of audible sound is reproduced for the first time. Yet this new Victrola requires no electrical apparatus or complex devices. It is just as simple to operate as the old Victrola.

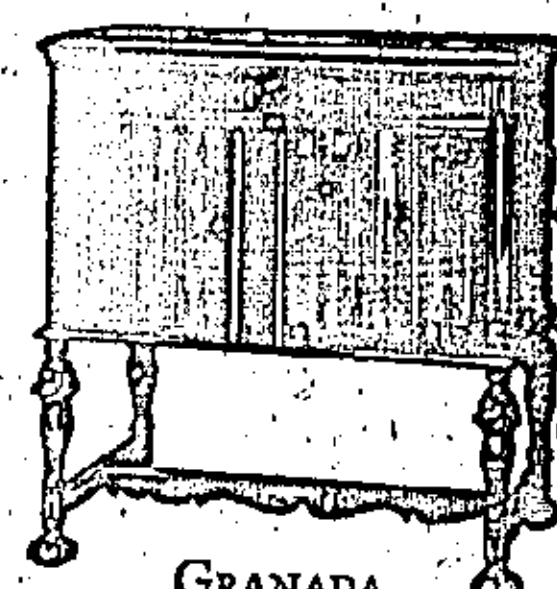
As soon as possible, hear this new instrument. You will be amazed at the fullness of the tone, at the numerous new instruments now clearly heard for the first time. You will be startled by the accuracy

and the naturalness of the human voice. And you will say that here at last is music such as you have never heard anywhere except in the living presence of great artists.

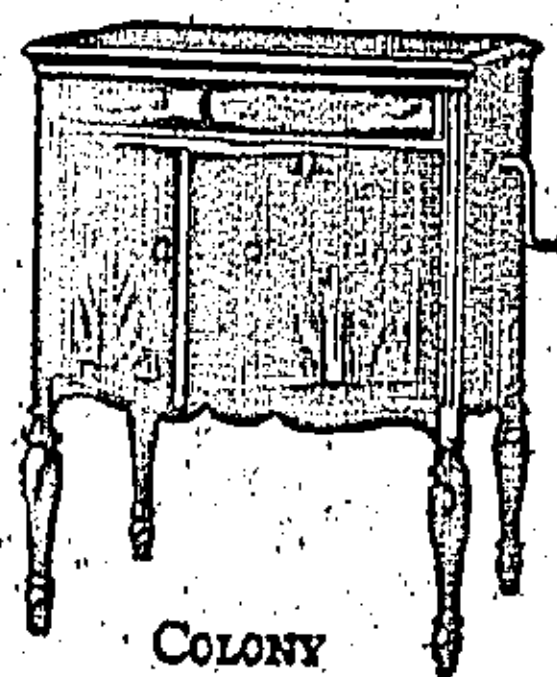
You will find a new thrill in dance music, for the most enchanting dances take on new color and new interest. Or if you prefer band music, songs, orchestra, opera, violin or piano solos—then you, too, have the treat of a lifetime in store.



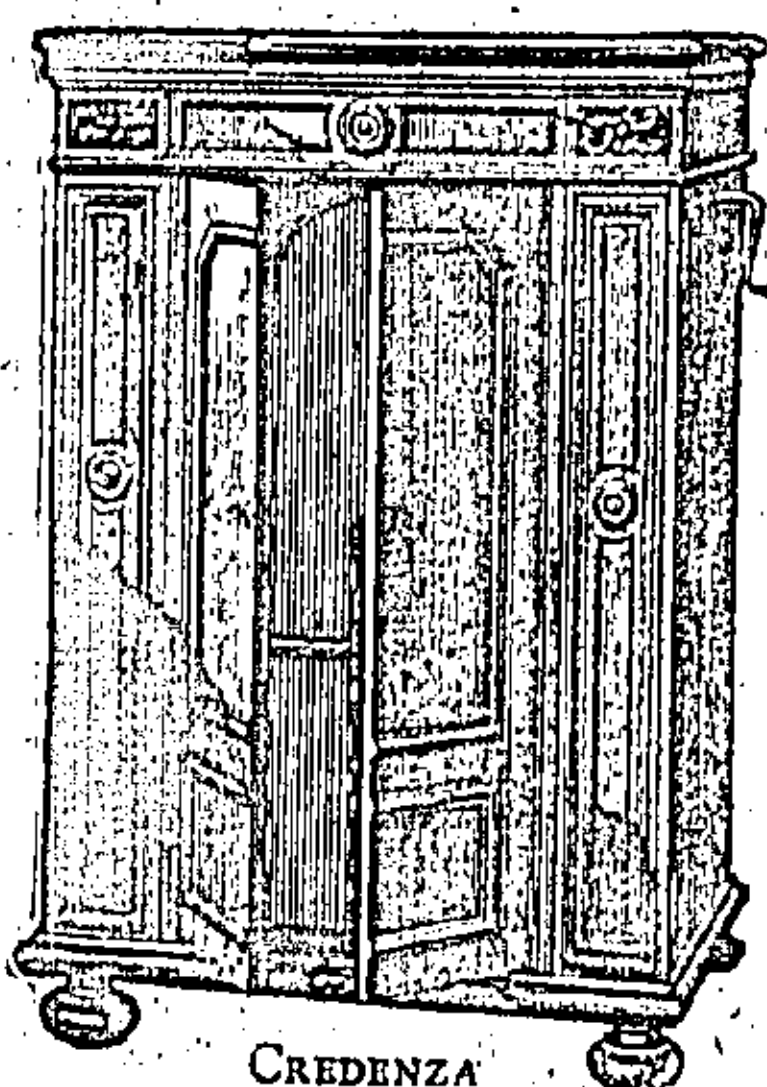
CONSOLE



GRANADA



COLONY



CREDENZA

The New Orthophonic

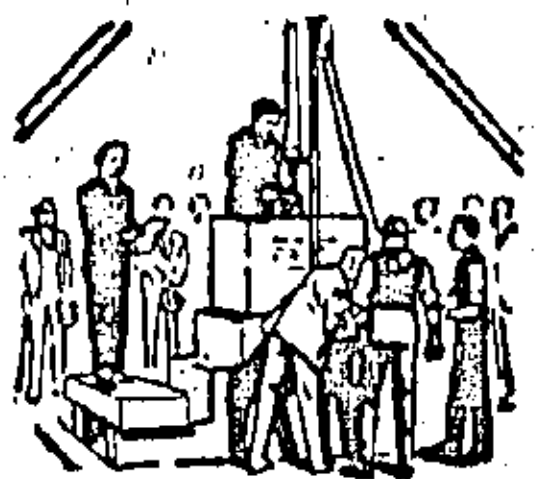
Victrola

VICTOR TALKING MACHINE CO.



CAMDEN, NEW JERSEY, U.S.A.

NOURISHMENT in the form Baby can digest



THE ceremonial laying of a Foundation Stone is symbolic of the tremendous importance attaching to a sound beginning. The entire structure depends on the foundation. Wisdom calls a blessing on a work so well begun.

The same principle applies in building a little body. In the first year of life you are laying the foundation for future health and happiness—for future prosperity even, since the race is ever to the strong. Let your Baby's food be the finest you can procure. Will it nourish him? Can he digest it? Does it make for hardness and strength? Is the foundation a happy augury for future health?

The 'Allenburys' System of Infant Feeding answers all these questions satisfactorily. The secret lies in the progressive grading of the Foods: No. 1 from birth to three months—No. 2 from three to six months—Malted Food No. 3 onwards. Investigate for your own satisfaction.

Write for Booklet & Free Sample tin Baby's digestion readily assimilates the 'Allenburys' Food graded to his age. As proof we offer free a 1/4 lb. tin of Food so that you may judge for yourself. Write for it today, being careful to mention Baby's age and this paper. We will send at the same time the 'Allenburys' Book 'Infant Feeding and Management'—120 pages of practical information and guidance for Baby's health and comfort.

Allen & Hanburys, Ltd.

40 Canton Road, Shanghai.

Allenburys
Progressive System of Infant Feeding



TRAGEDY AFTER VOYAGE.

FATAL SEQUEL TO A WOMAN'S PLUCK.

Miss Frances Knowles-Foster, novelist and traveller, who returned home on September 28 in a state of collapse after a thrilling voyage of 3,000 miles in the nine-

ton motor yacht *Enchantress*, died at the Tapestry Hall, Old Windsor, on October 23, aged forty-two.

Accompanied by her uncle, Commander Simmonds, aged 64, Miss Knowles-Foster navigated the yacht—a 30-year-old ex-naval pinace—through the Baltic and across Germany and the North Sea.

It was a voyage full of adventures and hairbreadth escapes, and

when the craft moored at Windsor it was found that, in addition to her nerves and heart being affected by the strain, she had travelled hundreds of miles with a torn arm muscle and a broken finger.

Commander Simmonds said the expedition was one of the most remarkable ever undertaken by a woman, and that her pluck was beyond all praise.

Life of Adventure.

It was a love of the sea, and a wish to obtain first-hand material for a novel and travel book, that led Miss Knowles-Foster on her adventurous voyage across the North Sea. No woman had previously navigated a vessel of the size of the *Enchantress* on such a journey.

But this journey was by no means the only hazardous experi-

ence in Miss Knowles-Foster's life. She was full of the spirit of adventure, a fine horsewoman, and a good shot, and had travelled extensively. She had been lost in the jungle, and had penetrated into the heart of China. During the war she drove her own car in the course of hospital work.

Miss Knowles-Foster was the author of several popular books. She was a Yorkshire woman.



Genuine Borsalino means:

High grade Felt, up-to-date Style

Distinguished Colour

All that you desire in Comfort and Durability Useless to enquire



Borsalino, Antica Casa

THE SINCERE CO., LTD.

Agents.

Repulse Bay Hotel

CARNIVAL

on SATURDAY 11th December 1926.

DINNER \$4.00 per head

(Fancy or Evening Dress)

Late bus to the Hongkong Hotel 12.30 p.m.

Tables may now be booked

at the Hongkong or Repulse Bay Hotels

TELEPHONE C. 2581 & C. 776.

THE HONGKONG & SHANGHAI HOTELS LTD.



GLAXO builds firm flesh, plenty of strong bone, and a sound constitution. It contains nothing whatever to harm baby or cause him pain. That is why if Baby is fed on Glaxo he will progress steadily day by day into happy childhood. Give your Baby Glaxo—the food doctors recommend and give to their own babies—the food that has successfully reared the children of 5 Royal Nurseries. It will make yours a bonnie Baby too.



The Vitamin Milk Food

"Builds Bonnie Babies"

Sole Agents:—

W. R. LOXLEY & Co.

PSYCHIC GIRL TESTED. THE GROWTH OF OSAGA.

COIN MAGIC IN PRESENCE OF EXPERTS.

An extraordinary story is told in a report on a test of Eleanor Zugun, the Roumanian peasant girl, from whom are claimed the powers of a "poltergeist medium." This report comes to the *Morning Post* from the National Laboratory of Psychical Research, and is vouched for by Dr. R. J. Tillyard, the Hon. Vice-President. If the report be accepted, as it stands, remarkable and mysterious phenomena are revealed. But it should not be forgotten that the test took place under seance conditions, with bright red lights, shuttered windows, and a gramophone in action, which might account for a perfectly sincere self-deception.

A scientific test, conducted by eminent scientists having no connexion with any psychical society, would be more convincing to the impartial mind.

The seance was supervised by Dr. R. J. Tillyard, F. R. S. Hon. Vice-President of the National Laboratory of Psychical Research, who is satisfied that small objects were transported by abnormal means. The report is signed by him and by Colonel W. W. Hardwick.

In A Red Light.

Strict seance conditions were observed, states the report; a bright red light of 60 watts being used, and all doors were locked and windows closed and shuttered. On chairs from right to left round a small table in the middle of the room there were present Dr. Tillyard, controlling Eleanor's right hand; Susan Countess of Malmesbury, Mrs. S. Clair Wilson, Mr. Nicholl, Mrs. Baggeley, and Colonel Hardwick, controlling the medium's left hand. To relieve the tension a gramophone was played.

Before the seance began Dr. Tillyard marked and placed about the room a number of foreign coins, no two of which were alike. Without Eleanor's observance a Danish two-ore piece was put on top of an ultra-violet ray cabinet standing seven or eight feet from the medium's chair. The coin was touching the raised edge of the cabinet, so that to be displaced it would have to be lifted, not slid.

The Seance.

At 4.40 p.m. the seance began; and about five minutes afterwards a sharp metallic click was plainly heard on the floor behind Dr. Tillyard's and the girl's chair. A white light was turned up and the Danish coin from the top of the cabinet was seen to have been "displaced by abnormal means," and to have landed flat on the floor without any rattle or rolling. Neither Eleanor nor any of the sitters had moved or broken a control.

The circle was re-formed, the red light switched on, and the gramophone again played. At 4.50 the medium started, and uttered a word sounding like "Kopl." At almost the same moment Dr. Tillyard felt a small object fall on his left knee. Asked in German what she had said, Eleanor explained that something had fallen on her head.

Lights were put on once more, and Dr. Tillyard searched the room. Quite ten feet from the position he and the medium occupied he found a silver Danish 25 ore piece lying between the chair of Mr. Baggeley and Mr. Nicholl. This coin had been hidden away in the farthest corner of the room, on a table. No one had heard any metallic sound or the ring of a coin.

No Conjuring.

"If," Dr. Tillyard's report proceeds, "the object which fell on Eleanor's head, and off it on to his left knee, were this coin, as seems reasonable to suppose, then it must have been transported silently, without rolling or rattling, right under the seance table and out between the legs of the sitters on the other side. Both coins when picked up were quite dry, thus disposing of any suggestion that Eleanor had somehow conjured them into her mouth. Both coins also showed the secret marks placed on them by Dr. Tillyard."

"We consider that the following conclusions may legitimately be drawn: (1) In the presence of Eleanor, under strict test conditions, movements of small objects without contact undoubtedly took place; (2) the movement of such objects in the two cases observed are attractions towards the person of the medium; (3) one of the coins being brass and the other silver, no movement can be explained as a magnetic phenomenon."

CITY-EXPANDING AND INCREASING IN HEIGHT.

Tokyo, Nov. 20.—Osaka, the great commercial metropolis of Japan and industrial centre, is growing rapidly in width as in height. Eight new "skyscrapers" of six to nine storeys, have been completed in the last year, at a cost of some 25,000,000 yen. They are all modern, with central heating and equipped with every facility for offices and stores. A number of new buildings are in contemplation for the coming year. The Osaka municipal authorities are insisting upon regularity of style and class of building in conformity with definite plans which, if carried out, will make Osaka with its two million inhabitants, wide streets and synchronized architecture a modern London or Paris. A wide river runs through the heart of the city and at one section forms a loop and island much the same as the Seine in Paris. Osaka is destined to be a much handsomer city than Tokyo. There is considerable rivalry between what is known as the Political Capital and the Commercial Capital. Osaka has a port and harbour, but as yet the heavier draft ocean liners cannot come up to Osaka and the main shipping business is done in Kobe, which has an enormous shipping business of Pacific, Coastal, China Seas and south-seas trade. Kobe, as a matter of fact, is regarded as the richest city in Japan, the two big shipbuilding yards of the Mitsubishi and the Kawasaki—the largest in Japan, adding to the volume of trade and labour.

WARNING!

KRAFT CHEESE IS BEING IMITATED!

IT has come to our notice that certain unprincipled traders are endeavouring to foist upon the unsuspecting public inferior cheese.

We will not waste time by condemning such fraudulent practice, but urge purchasers to insist that the silver-foil wrapper bearing the trade-mark



has not been interfered with, or other brands substituted from which the original label has been removed.

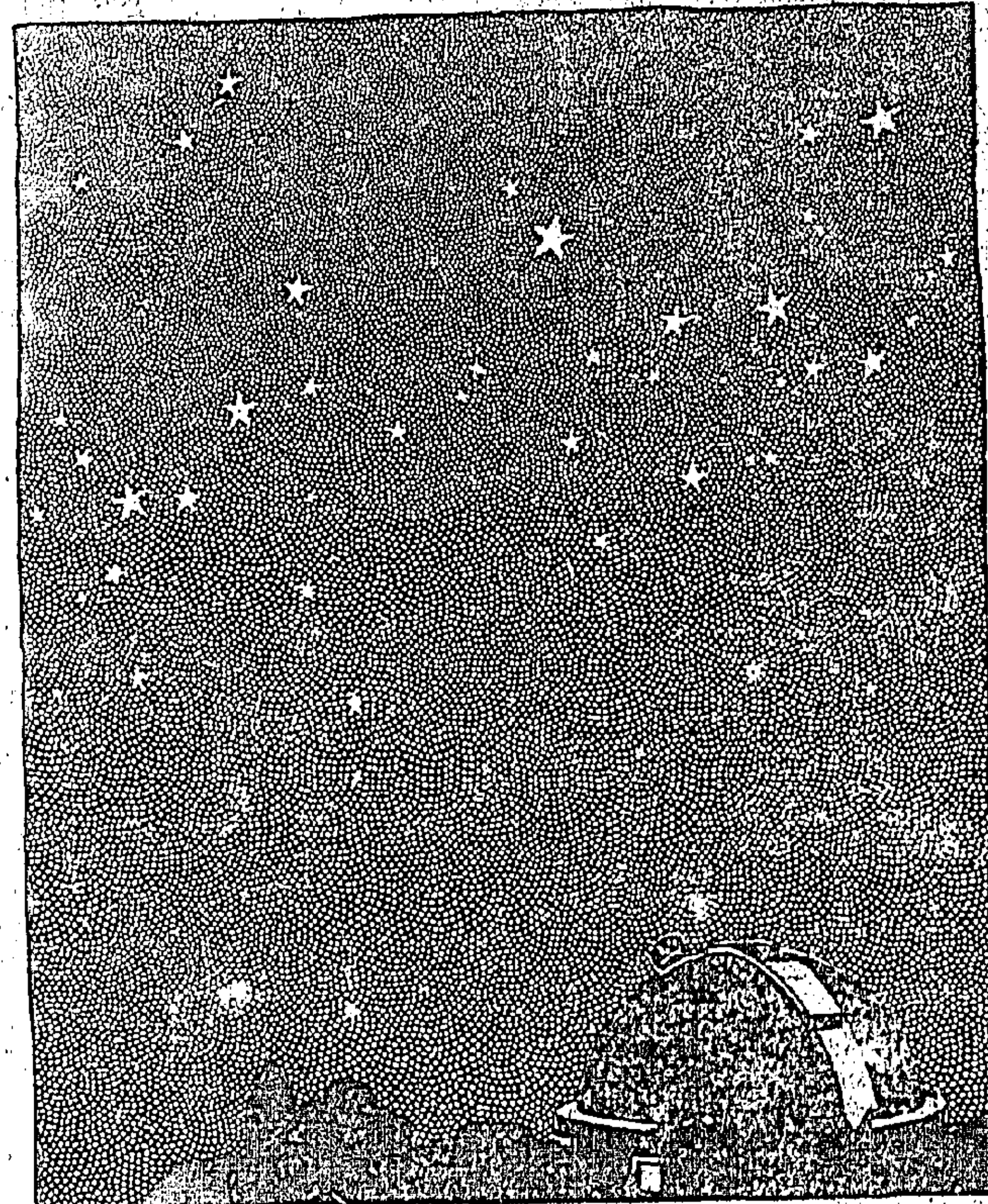
The uniform purity of KRAFT CHEESE is known throughout the world. After opening, it neither changes colour nor does it deteriorate into a rubber-like substance, as in the case of inferior imitations.

All instances of misrepresentation should be immediately reported to the Sole Agents:—

CONNELL BROS. CO.

BANK OF CANTON BUILDING.

INSIST UPON KRAFT.



FIXED AS THE STARS

Its ever constant quality, its never changing good taste, continue to win more and more smokers to Chesterfield

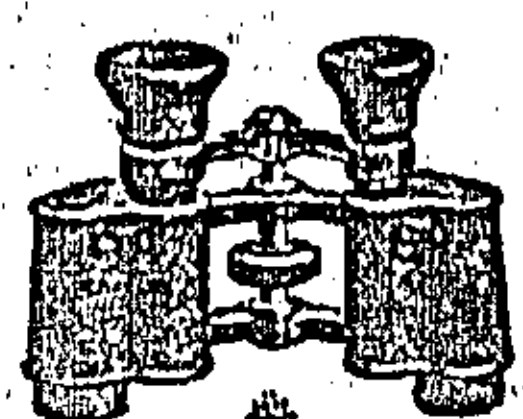
Chesterfield

Such popularity must be deserved



If you cannot obtain Chesterfield Cigarettes from your tobacco dealers, Duty Paid or In Bond, please call up C. Chan & Co., 10 Des Vaux Road Central, phone No. C. 4955.

XMAS



SALE

GREAT REDUCTION ON
CAMERAS—BINOCULARSAND
ALL PHOTOGRAPHIC ACCESSORIES

also merchandise of all kinds

20 DAYS ONLY

from 11th to 31st December

COME EARLY

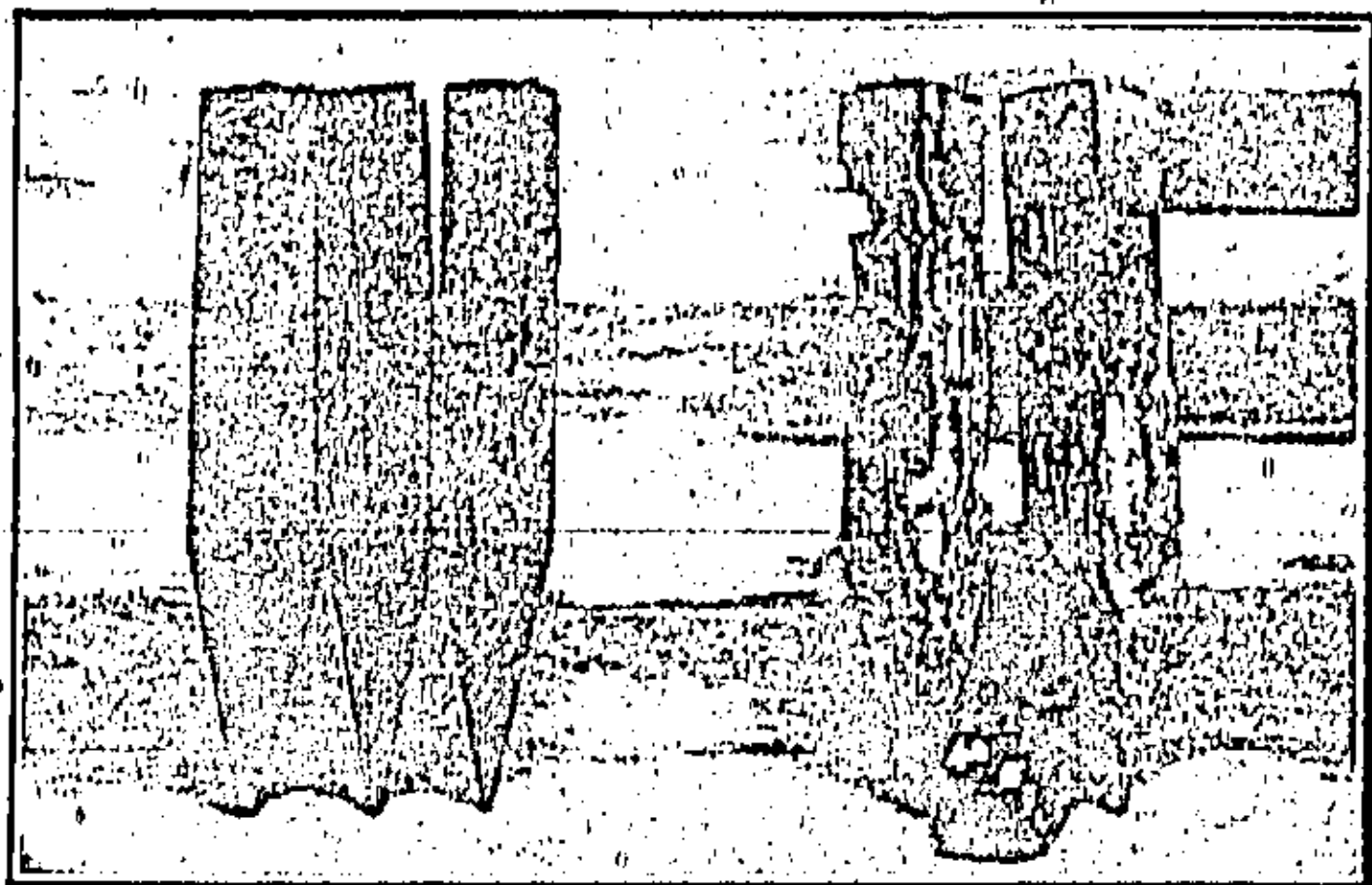
HALL, LAW & CO., LTD.

30—32 DES VOEUX ROAD CENTRAL, HONGKONG.

PHONE: C. 3217

PHONE: C. 3217

"DIPHENSO"

WOOD PRESERVATIVE AND WHITE ANT
DESTROYER

Stocks Held By

SHEWAN, TOMES & Co.

Sole Agents.

Prices & Full Particulars
on Application.P. T. FARRELL
Consulting Engineer

— AND —

Manufacturers' Representative.

Agent for: Bolinder's Crude Oil Engines

Marine, Stationary and Lighting.

King's Building, Top Floor.

Telephone C. 4422. Telegraphic Address "FARSEEING."

"RICKSHAW" BRAND
CEYLON TEA

Cheapest and Best

From all leading Compradores.

PRICE \$1.00 PER LB.

Be Guided by the Quality—Not the Price.

WATER SUPPLY.

POSITION MUCH BETTER
THAN LAST YEAR.

The Water Authority's monthly statement giving the amount of water in storage in the Colony's reservoirs is to hand, and shows the position to be satisfactory. On the first of the month there were over 400 million more gallons in the six reservoirs on the island and over 100 million more in Kowloon than on the same date a year ago. This is due not so much to the fact that the consumption has slightly decreased, but to a much greater rainfall during this year. Thirteen inches more rain had fallen up to November 30th than for the corresponding period of last year.

The amount of water in storage on the island is 1,868.61 million gallons as against 1,450.31 a year ago. Tyam Tuk claims no less than 1,301.76 of the total, whilst Tyam comes next with 315.08.

The consumption during November was 245.33 million gallons by an estimated population of 406,760, giving the consumption per head per day as 23.1 gallons. The figures for November last year vary slightly. The consumption then was 250.33 million gallons, the estimated population 396,440 and the daily individual consumption 21 gallons. There was a full supply in all rider main districts during both periods.

On the Peninsula the Kowloon and Shekklai reservoirs hold 429.50 million gallons, as compared with 323.60 on December 1st, 1925. The consumption during November was 73.52 million gallons, which, amongst an estimated population of 157,720, works out at 15.5 gallons per head per day. In November last year the consumption was given as 72.86 gallons, the estimated population as 152,680 and the consumption per head per day 15.9 gallons.

The Government analysts' report shows that the quality of the water is satisfactory.

The total rainfall up to November 30th was 100.33 inches, as against 87.36 inches during the same eleven months of last year.

LOCAL FUNERAL.

THE LATE MR. J. R. MOORE.

The funeral of the late Mr. J. B. Moore, who died at the Peak Hospital on Thursday, took place at Happy Valley yesterday afternoon, the Rev. G. T. Waldegrave conducting the service.

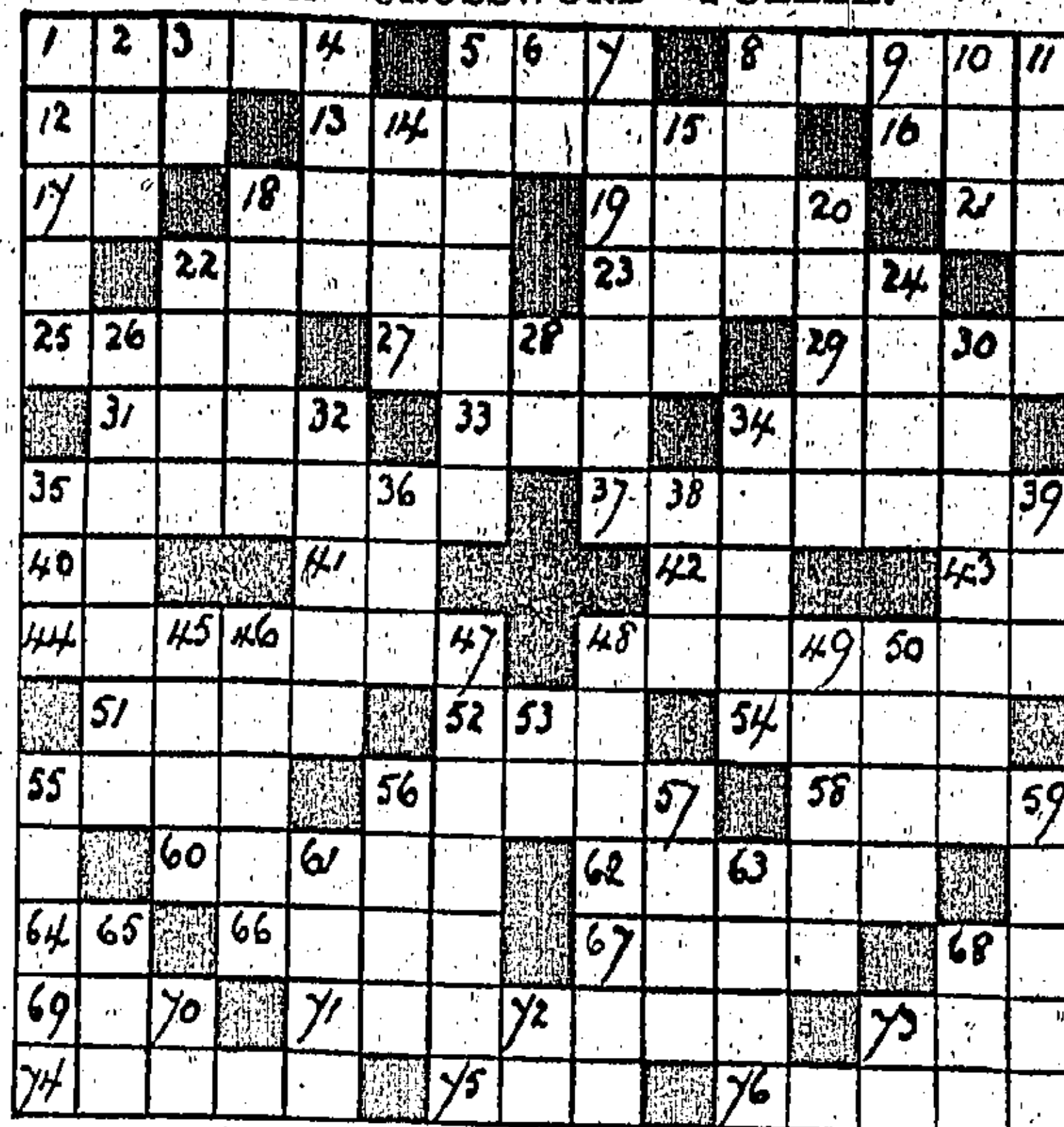
There were several of the deceased's late colleagues present, among those at the graveside, being Mr. G. M. Young (Manager of Messrs. Butterfield and Swire, Ltd.). Among others present were Messrs. C. C. Knight, M. M. Murray, H. J. Love, C. W. Olson, W. C. Innes, D. Mackenzie, T. Low, A. E. Greenway, V. H. C. Jarrett, R. W. Stoddart, J. H. R. Hance, J. D. H. Crawford, Capt. Chalmers, R. E., Capt. Innes, and several Chinese members of the China Navigation Wireless School.

Wreaths were sent by "his sister and niece," Mr. G. M. Young, Messrs. W. J. Roper, W. C. Innes, A. Belford, A. Chapman, Tse Ming, R. W. Stoddart, L. A. Macfarlane, V. H. C. Jarrett, Luk Yuchung, H. J. Love, J. D. H. Crawford, O. E. White, D. L. Lyle, T. Low, Chung Man-kong, P. H. Neale (Shanghai), J. R. Kinghorn, Tam Yuen-chung, M. Doig, Mok A. Hon, R. Chun, A. J. Chesterton, Kwong Kong-san, A. N. Mackenzie, M. M. Murray.

Mr. and Mrs. D. Mackenzie, Mr. and Mrs. G. W. Gigg, Capt. and Mrs. Chalmers, Mr. and Mrs. T. R. Parsons, Mr. and Mrs. A. E. Greenway, Mr. and Mrs. K. McIntyre, Mr. and Mrs. C. W. Olson, Capt. and Mrs. R. Innes.

The China Navigation Company, Ltd., Messrs. Butterfield and Swire Ltd., Captain and Officers of the s.s. Taming Takoo Dock Engineering Co. Ltd., and Chinese wireless operators.

OUR CROSSWORD PUZZLE.

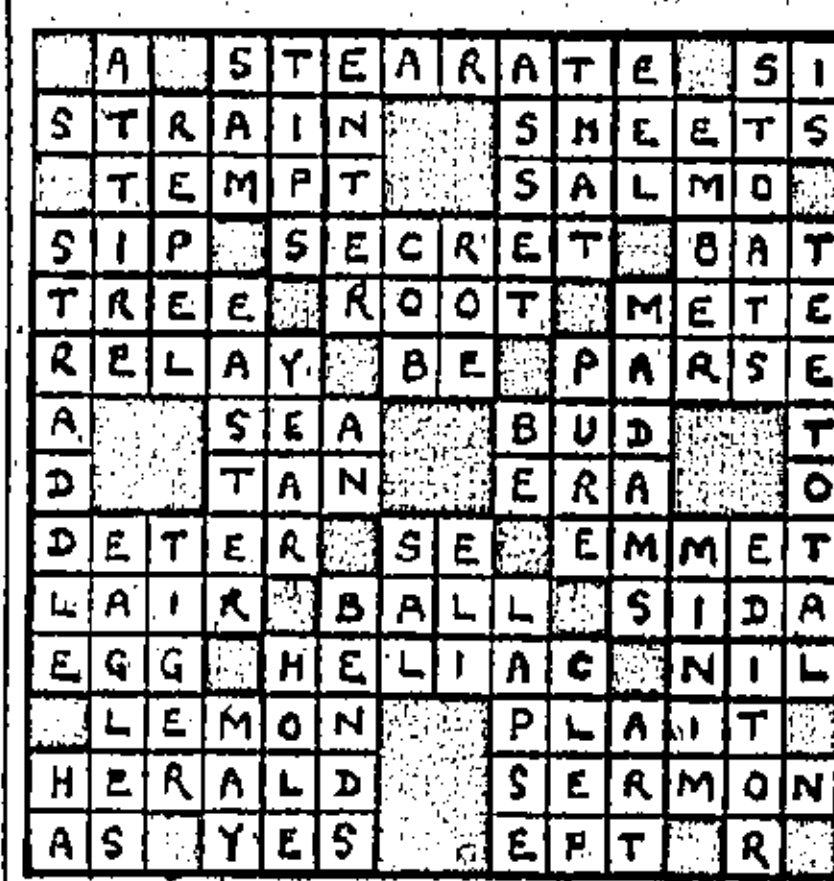


Across.
1 A worn down tooth
6 A lettuce
8 The state of being united
12 A small money gift
13 Public speakers
16 To petition
17 One
18 A wild animal
19 Told a falsehood
21 In the matter of
22 A heavenly body
23 Personal property
25 A peer
27 A boundary
29 Grassy plains
31 Unit of electromotive force
33 Part of a fish
34 A person of brilliant qualities
35 Active principle of gastric juices
37 Goes away
40 Within
41 Perform
42 I and others
43 That is
44 Water channels
48 A professional man
51 The organs of hearing
52 Greek name for the letter "T"
54 A portable house
56 An island
58 To impress
59 Face
60 A light boat
62 A part of a poem
64 Printer's measure
66 A web-like membrane
67 Angers
68 Neuter pronoun
69 State of equality
71 A circular course
73 A unit
74 A path
75 Mournful
76 One who subdues

Down
1 To wager
2 A valuable metal
3 Aloft
4 A piece of poetry
5 Drivers of carts
6 Old Testament (abb.)
7 Comforted
8 Makes use of
9 Exists

10 Possessive pronoun
11 Requirements
14 A mass of rock
15 Got up
18 Toys
20 Greek letter D
22 Harvest
24 To lacerate
26 Roadways
28 Negative
30 One skilful (as an actor)
32 Rising and falling of the sea
34 Worn out
35 A swine
36 Correlative of neither
38 A female sheep
39 To regulate
45 A magnesium mineral
46 To entertain
47 Brooks
48 Satirical poem written by Pope
49 Trills
50 Expresses change of condition
53 First class
55 Unsuitable
56 A popular game
57 Sailors
59 Father
61 Part of a bottle
63 A bird's home
65 To deform
68 Congealed water
70 Royal Academician
72 Pennsylvania (abb.)
73 Before noon

Yesterdays Puzzle.



THE AIR FORCE.

CAREFUL TESTS OF
MACHINES.

Rugby, Dec. 10.

An official report on the British Air Force says the machines and engines were subjected to much more drastic examination than those of other countries.

Technical and scientific experiments were constantly being made to introduce new types of machines more easily controlled, and safety devices for diminishing the likelihood of accidents.

All recommendations made to prevent accidents were most carefully studied. These reports showed no particular machine was specially liable to accident, and an important fact which emerged was that when account was taken of the number of flying hours in units of the Air Force and auxiliary units, the proportion of fatal accidents was tending to decrease.

TO CURE SICK
HEADACHES

arising from disordered liver of sluggish digestive processes there is nothing better than Pinkettes, the dainty little laxative liver regulators. Used when needed.

Pinkettes ensure that daily regularity which keeps you cheery and well. Of chemists, also post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60, Kings Road, Shanghai.

Despite recent accidents, the present year was in this respect the second best in the experience of the Air Force.—British Wireless.

THE PIRATES OF PENZANCE

TAKE A BOOK OF WORDS
WITH YOU
TO THE OPERA.

ON SALE AT:—

ANDERSON'S

ALWAYS ASK FOR

MACGREGOR'S V.O.S.

WHISKY.

CALDBECK, MACGREGOR & COMPANY, LIMITED.

(Incorporated under the Companies Ordinance of Hongkong.)

15, Queen's Road C.

Telephone 75 Central.

FLETCHER'S
QUINQUINTHE RAPID CURE for "COLD IN THE HEAD"
INFLUENZA CATARRH

Sudden changes of weather render one liable to Chills but a timely dose of QUINQUIN will effectively arrest the threatening cold.

Keep a bottle at hand and safeguard yourself against the attacks of Colds, Influenza and other Winter Ills.

THE PHARMACY
FLETCHER & CO., LTD.

Asiatic Building

Queen's Road, Central.

TELEPHONE CENTRAL 345.

HOME LEAVE

All those who are contemplating taking leave next year should register for accommodation without delay.

By early registration, the best available accommodation is at your disposal. Call at our Offices or write for full particulars to:—

Thos. Cook & Son, Ltd.

12, Pedder Street,
Hongkong.Head Office:—Berkley Street,
Piccadilly, London, W. 1.

BRUNSWICK HOUSE

In order to make room for New Goods arriving shortly, we are holding a Special Sale for Two Weeks of—

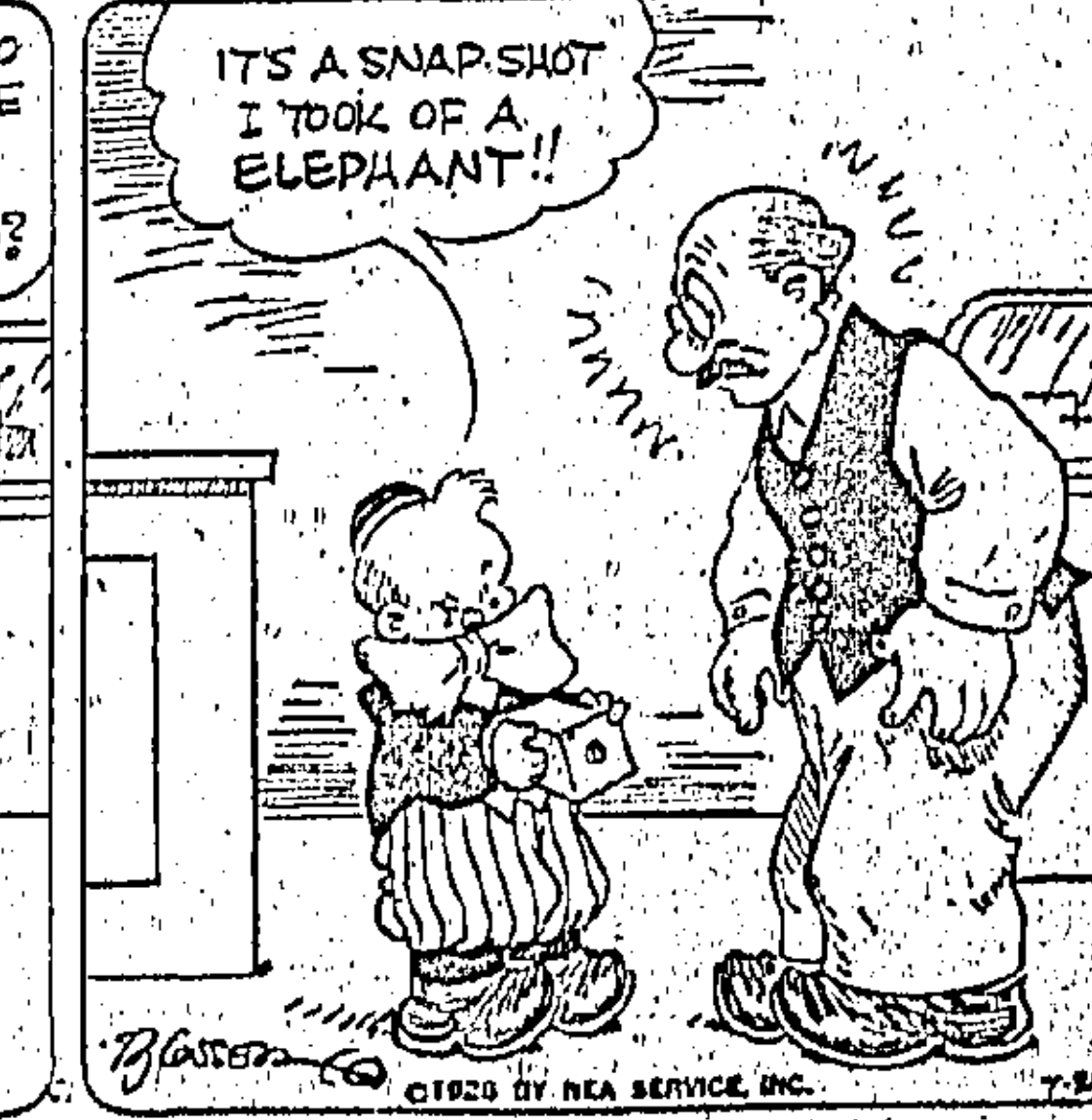
BRUNSWICK
PHONOGRAPHS

Prices are greatly reduced. Do not miss such an opportunity, but come early to avoid disappointment.

Studio, 17, Ice House Street.



FRECKLES AND HIS FRIENDS



Oscar Wants His Money's Worth

By Blosser

Assorted Cases of Choice Wines & Spirits for CHRISTMAS

Case No. 1.....	\$35.00	Each, containing
Case No. 2.....	\$40.00	1 dozen bottle, of
Case No. 3.....	\$50.00	wines and Spirits
		of the finest quality.

Christmas Hampers of Choice Wines & Spirits in beautifully made and serviceable Baskets.

No. 1—\$10.00, No. 2—\$12.50 No. 3—\$14.50
each containing three assorted bottles.

A. S. WATSON & CO., LTD.
WINE AND SPIRITS MERCHANTS.
PHONE No. 616.

DON'T TALK NONSENSE!

If you have not heard

THE NEW ORTHOPHONIC VICTROLA

You do not know of what it is
capable.

Our business hours are 9 to 5.
STEP IN AND HEAR IT.

S. MOUTRIE & CO., LTD.
VICTOR DISTRIBUTORS.

THE JOLLIEST PARTIES

ON CHRISTMAS NIGHT AND NEW YEAR'S EVE

WILL BE AT
LANE, CRAWFORD'S RESTAURANT.

OLD TIME
REVELS

SEASONABLE
FARE

THE
MELODIANS
ORCHESTRA
(9 PERFORMERS)
WILL PLAY

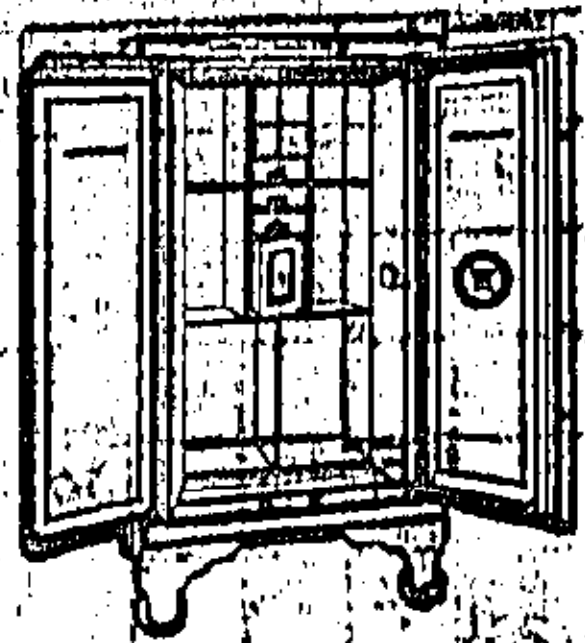
LATEST DANCE
MUSIC

FUN AND
FRÖLIC

BOOK YOUR TABLE NOW

SATURDAY DINNER DANCES.
Will not be held on the 11th and 18th Inst
During the Philharmonic Society's Season
At THE THEATRE ROYAL.

Lane, Crawford, Ltd.



AVOID RISKS

from fire and burglary
by keeping your records
and valuables in a
HERRING HALL-
MARVIN Safe.

We carry in stock a
comprehensive range of
safes suitable for the re-
quirements of Banks,
Offices and the Home,
and inspection is cor-
dially invited.

A.H.H.M. Safe is a sure
protection against fire
and burglary.

Mustard & Co., Ltd.
Incorporated under the Companies
Ordinance Hongkong.

Alexandra Buildings,
Des Voeux Road Central.

The Telegraph

SATURDAY, DECEMBER 11, 1926.

THE SOVIET IN CHINA.

If current expectations are borne out, there should be a resumption of military activity in Central and North China in the course of the next week or so. About a week ago, it was reported from Mukden that the somewhat vacillating policy as regards the despatch of Chang Tso-lin's armies to the South was due to Soviet threats and rumours that the Russians were massing troops on the Manchurian border so as to hinder the Mukden War Lord from bringing his full forces to bear against the Reds along the Yangtze. There can be little doubt that the Soviet has been playing a big part in the military affairs of China of late, and that by intervening on the side of one particular faction it has been guilty of the most bare-faced interference. It is well to keep that point in mind when we hear all the foolish talk of Russia being the only country which keeps her hands off China. The truth is precisely the reverse, and we cannot imagine the Chinese believing that the Soviet is helping with money and munitions merely for the sake of "friendship." Russia has her own aims in this matter, as time will doubtless reveal.

It was about a month ago that a White Russian journal in Harbin disclosed some of the Soviet plans for co-operation between Marshal Feng Yu-hsiang and these are worth recalling at the present juncture in the troubled state of China. It was stated that a special Revolutionary Military Council of the United Soviet Socialist Republics had worked out a plan which was designed to aid the advance of the Southern troops, to reorganise Feng's military position to the west of Peking, to ensure the Cantoneses holding strategic points in Central China and to enable Feng's troops to join up with the Southerners. At the same time, it was intended to bring Russian troops to the borders of Manchuria as a counter-irritant to Chang Tso-lin, and thereby seek to prevent him from assisting his allies and to permit the Nationalists to advance against Shanghai and Peking. In this connection, it is mentioned that Feng has undoubtedly returned to the Chinese arena equipped with Russian money and supplies and with a corps of experts similar to those

attached to General Chang Kai-shek's army.

We cite these reports as indicating the manner in which the Soviet is interfering in the civil war in China. It would be impossible to estimate at present the amount which Russia is spending in China to further the plans which have been worked out, but in military subventions and in industrial agitation it is certain that the sum amounts to very many millions of pounds. Britain and the other Treaty Powers have again and again made it clear that their policy in China is one of neutrality and non-intervention. That cannot be said of Russia, and yet Britain is being denounced for "aggression" and alleged interference, whilst the Soviet is held up by the Nationalists as a model for the rest of the world to follow! If all the Powers took sides in this conflict, by aiding one or other of the parties with military equipment and financial support, as Russia is doing, we can well imagine the state the country would soon be in.

The Water Supply.

We notice in the Water Return for the 1st. December, which has just been issued, that the Colony is in a better position so far as its storage of water is concerned than it was at the same date last year. On the Hongkong side (and that is the only side regarding which anxiety need be felt) there were 1,868 million gallons in storage as compared with 1,450 million gallons on December 1st, 1925. On the figures of consumption for the month of November, this supply would be more than sufficient to last for six months, but it must be borne in mind that a considerable quantity of the water stored could never be used (no reservoir must be drained below a certain depth) and that there is always much evaporation. But, on the face of things, the Colony is in a good position to meet the prospect of a long dry season, although it must never be forgotten that such a position is due to abnormal rainfall late this year. If the next wet season should be delayed or should yield only an average rainfall, then the Colony will again see a restricted water supply in operation. It is unfortunate that the West Point district is already on the rider main system and that the water is turned on for only two hours daily. This is a result of the disastrous storm back in July last which wrecked the Pokfulam Road pumping station and restricted the pumping capacity. The West Point district now has to rely entirely on the Pokfulam reservoir and as the total storage capacity of this is only 30 million gallons, there is obvious necessity for making it last out as long as possible. When full pumping facilities are restored it will be possible to increase the supply to West Point. The distribution system down at West Points needs thoroughly reorganising and should not be dependent on "left over" quantities as now. It is always the first district to feel the effects of any shortage, and it ought to have a more direct and independent supply.

EXCHANGE RATES.

	Rugby, Dec. 10.
Paris	128.15/16
Brussels	84.86/4
Amsterdam	12.13 1/16
Berlin	20.39 1/2
Stockholm	18.14 1/2
Vienna	34.40
Helsingfors	192.55
Lisbon	2.17/32
Buenos Aires	45.31/32
Shanghai	2.75/4
Yokohama	2.70/4
New York	4.84.29/32
Geneva	25.09 1/2
Milan	111.9/10
Copenhagen	18.21
Oslo	19.15 1/4
Frankfurt	160 1/2
Madrid	31.02
Rio	5 1/2
Bombay	1/5.25/32
Hongkong	1/11 1/2
Silver (spot)	34.11/16
Silver (forward)	24 1/2

—British Wireless.

Engineer Commander H. B. Sears, D.S.O., late Assistant Chief Engineer at Hongkong Dockyard, is to join the battle-cruiser Hood, in which Engineer Commander H. E. Hoare has completed two years. Engineer Commander E. C. Green, D.S.O., from the aircraft-carrier Argus, goes to Chatham as Torpedo Engineer Officer, where Engineer Commander Frederick Kelly has completed three years.

DAY BY DAY.

POWER WITHOUT KNOWLEDGE IS VERY DANGEROUS.—French Moralist.

There was a clean bill of health in the Colony yesterday.

It is notified that the name of the Hing Fat Steamship Company, Limited, has been struck off the Register.

His Excellency the Governor has appointed Mr. H. E. L. Dowbiggin, J.E., to be a Member of the Licensing Board for a period of three years, with effect from 10th December, 1926.

It is notified for information that Senor Francisco Bonachea y Romero holds His Majesty the King's Exequatur empowering him to act as Consul for China in Hongkong.

The Gazette contains an order by the Governor-in-Council fixing the rates for extension telephones, bells, switches, switch-boards and power circuits under the Telephone Ordinance.

Among the passengers due to arrive in Hongkong by the s.s. Kashmir on Sunday is Major E. Carrion, A.D.C. to H.M. the King of Spain. Major Carrion is staying in Hongkong for a few days and will then proceed to Manila.

It is notified that His Honour the Chief Justice has ordered that the next Criminal Sessions for the despatch of the business of the Court shall be held on Monday, 20th December, at 10 o'clock in the forenoon.

While two Chinese were walking in the Government quarry at Tsat Tsz Mui, a large boulder, weighing about a ton, fell and killed one of them outright. The other was taken to the Government Civil Hospital with serious injuries but died soon after admission.

A number of Chinese ladies and gentlemen were amongst the guests of Vice-Admiral Sir Edwyn Alexander-Sinclair on the H.M.S. Hawkins last evening at a dinner dance. These were Sir Shouson and Lady Chow, Mrs. Burma Liu of Peking, Mrs. James Chan of Chungking, Mrs. Y. K. Chow of Tsingtau, Dr. and Mrs. Tam, Mr. and Mrs. Andrew Cheung and Mr. Li Chor-eh.

The Health Bulletin of Eastern Ports issued by the League of Nations for the week ended December 4, shows the following cases of infectious diseases: Plague, Malaria three, Alexandria one, Bombay one and Rangoon one. Cholera, Calcutta 31, Rangoon two, Tuticorin one, Singapore two, Haiphong 15, Tourane five and Bangkok one. Small pox, Bombay two, Calcutta 45, Madras three, Rangoon one, Tuticorin one, Vizagapatnam one and Bangkok five.

In succession to Engineer-Captain E. G. Pallet, D.S.O., whose two years will shortly expire, Engineer-Captain W. H. Michell has been selected for the post of Chief Engineer of the Dockyard at Hongkong. He has hitherto been First Assistant to the Engineer Manager at Chatham, for which duty Engineer-Commander F. G. Brown, late of the cruiser Colombo, has been appointed. In the war Engineer-Captain Michell was chief engineer of the cruiser Southampton.

INDIAN CURRENCY.

SWARAJISTS THREATEN TO OPPOSE BILL.

London, Dec. 10.

The Indian currency situation is still obscure. According to a Delhi message the Government's Currency Bill will face a hard fight in the forthcoming session when the Swarajists will oppose it. Other groups in the meanwhile are undecided. At the same time Sir Basil Blackett's recent speech at Calcutta has helped to clear the situation, especially his flat denial that the agriculturist will in anywise suffer as a result of the rupee ratio at eighteen pence, which the Bombay press till recently echoed. By other provinces it is especially attacked for the very reason which Sir Basil Blackett denied.

The latest development is in Calcutta, Madras and Delhi, where the influential newspapers warned the Bombay propagandists to stick to facts and argue fairly. With tendency to firmer exchanges, the Government's task would be easier if the upward move occurs.—Router.

THE CANTONESE SHAWL

Need for Care in Purchases

Probably the most widely known product of the Cantoneses is the embroidered shawl. They lie in lovely heaps upon the polished tables of the stores. Thousands are shipped monthly, and many find their way to Spain and Italy, and later pass as the products of those countries. In the shop the whole room is lined with shawl-laden shelves, size, weight, and colours mixed haphazard.

The original idea of the native designer was to cover his square of silk with as many shades and colours in embroidery as space permitted, and this with no grudging or view to toning or contrasting. A huge flower of the over-blown cabbage-rose variety, twelve inches across, would dominate the smaller designs and colours. To add horror to such crudity, a glorified peacock or peacock was frequently to be seen peeping over the edge of the rose, or perched on its stem. A pleasant idea was the covering of the whole space with variegated butterflies, or small flowers resembling camellias.

To-day the whole trade is on a firmer basis. The cheaper shawls are hawked on the Boulevards of Paris at a price regulated by the customer's appearances, for they must be sold. These lower grade articles are woven from "market" silk. Market silk is made from cocoons rejected by the filatures. These cocoons are reeled by peasants in their cottages and the silk thus produced is of necessity uneven. The defects of a shawl thus woven are easily detected by the buyer who is forewarned.

Such a shawl quickly falls to pieces, but the price asked for it is thirty Mexican dollars upwards according to weight. As it lies on the polished dark wood surface of the counter, or is neatly folded with white paper in a box with a painted cover, it looks handsome enough. The flowers have been ironed to stand up in all their bravery. The colours are just right and the traveller pays his forty-five dollars and retires rejoicing to his steamer. She to whom the shawl is given rejoices too, but her joy is brief. When she has worn the shawl two or three times she sees with horror that the inch-long stitches have stretched away from their base, giving the flowers a dragged appearance. Three more wearings, and those same stitches are working loose from the shoddy cloth. It is a morning's work to darn them in again. And the shawl was made in a filthy disease-ridden hovel, by children of any age between eight and fourteen. Soon the fringe of polished cotton has been knotted and ravelled and the shawl is beyond repair!

For a shawl of pure silk, each stitch of which is of not more than a quarter inch in length, while the whole garment measures about 54 inches square, it is wise to pay ninety to one hundred and ten dollars to a reliable dealer, or, better still, to an European agent who knows the technicalities of the trade. Better than this, choose your design as carefully as you would a bookplate, or a cretonne, have one corner drawn and coloured as you prefer, and give the paper and instructions to any firm of standing. You may have to pay one hundred and sixty, or even two hundred dollars for a very large shawl, and you will have a

garment for which you would pay \$70 in London or three hundred dollars in America. Every ounce will be of pure silk made up of long strands of equal ply, without knots or frays, the dyes will last a lifetime and, without accident, the shawl will be a constant delight. It will not crush, or fade. The stitches have been put in by experienced workpeople—the French knot and drawn thread by men, who do the finest work, and the short even petal stitches by women specially employed in comparatively clean and healthy factories. Should such a course be impossible, the safer plan is to buy, at a medium price (somewhere in the neighbourhood of eighty dollars) a good quality white silk shawl with a rose design, and have it dyed in Europe or America by some reliable firm.

The Chinese are not reluctant to take up new designs, even when they are composed of flowers he has never seen. There was a large shawl in a dark rich prune blue; in each corner a low grey rockery was introduced from which grew gold, blue, and mauve tulips in all their glorious variety of shading. There was once a black shawl which had two lovely peacocks at opposite corners, their tails spreading up and over the shoulders of the wearers, the remainder of the shawl being plain, with only a small irregular border of grasses from which a few bright gold buttercups were peeping. The eye of each feather was picked out in its centre in drawn thread with the brightest peacock blue around it. The fringe was black.

There was also a soft *crepe* cream shawl with a thin lining of night blue silk. On the white side grew a complete grove of young feathery bamboos, their slender stems shaded in palest mauve and green to match the mysterious lights which shone through the waving restless branches; big and little the bamboos stand in restful beauty, and, as the wearer walked, the skilful folding of the garment allowed a glimpse of the night blue lining, or the pale shadow of it, gleaming through the soft *crepe*. Such a shawl could be worn with any dress.

The very long fringe now fashionable have, their drawbacks, since so few women know how to control them, and they are so often out of all proportion to the wearers own height. This type of shawl would be more comfortable and more becoming, if the fringe were definitely made the spectacular part of the drawing. The only other decoration might then well take the form of a flamboyant highly coloured posey, worn on the shoulder, or at the centre of the back.

Many women complain of discomfort and the weight of these richer shawls. When the square has been arranged on the wearer a small fold should be stitched in to place on the top of the arm towards the front; this will prevent the shawl slipping down the back, and causing the wearer to be continually hunching her shoulders, or dragging at the shawl's front. A little adjustment will form a roll collar of the centre folds and this is becoming—at least to some women.

TISTHENS.

ST. VINCENT DE PAUL.

RESULTS OF THE 43RD ANNUAL FETE.

The gross receipts of the Rose Day and last Sunday's Bazaar are expected to amount to about \$22,000, of which, \$4,518.93, represents the proceeds of the Sale of Roses. About 12,500 Roses were disposed of.

In the list of "Rose Sellers" published last week the name of Mrs. Hodley was omitted. She kindly took charge of the Hunghom districts and collected \$109.72.

More Donations.

The Society has received the following additional gifts to the funds of the Fete:

Anonymous \$20
Messrs. Sam Shing Wo, one case Preserved Ginger.

Guessing Competition Results.
Xmas Cake, second trial, number chosen 132. Seven competitors won by L. V. Antonio, No. 135 (nearest).

Sucking Pig, still in dispute, five contestants.

MR. MILES LAMPSON.

MEETS CANTON LEADERS AT HANKOW.

Rugby, Dec. 10.

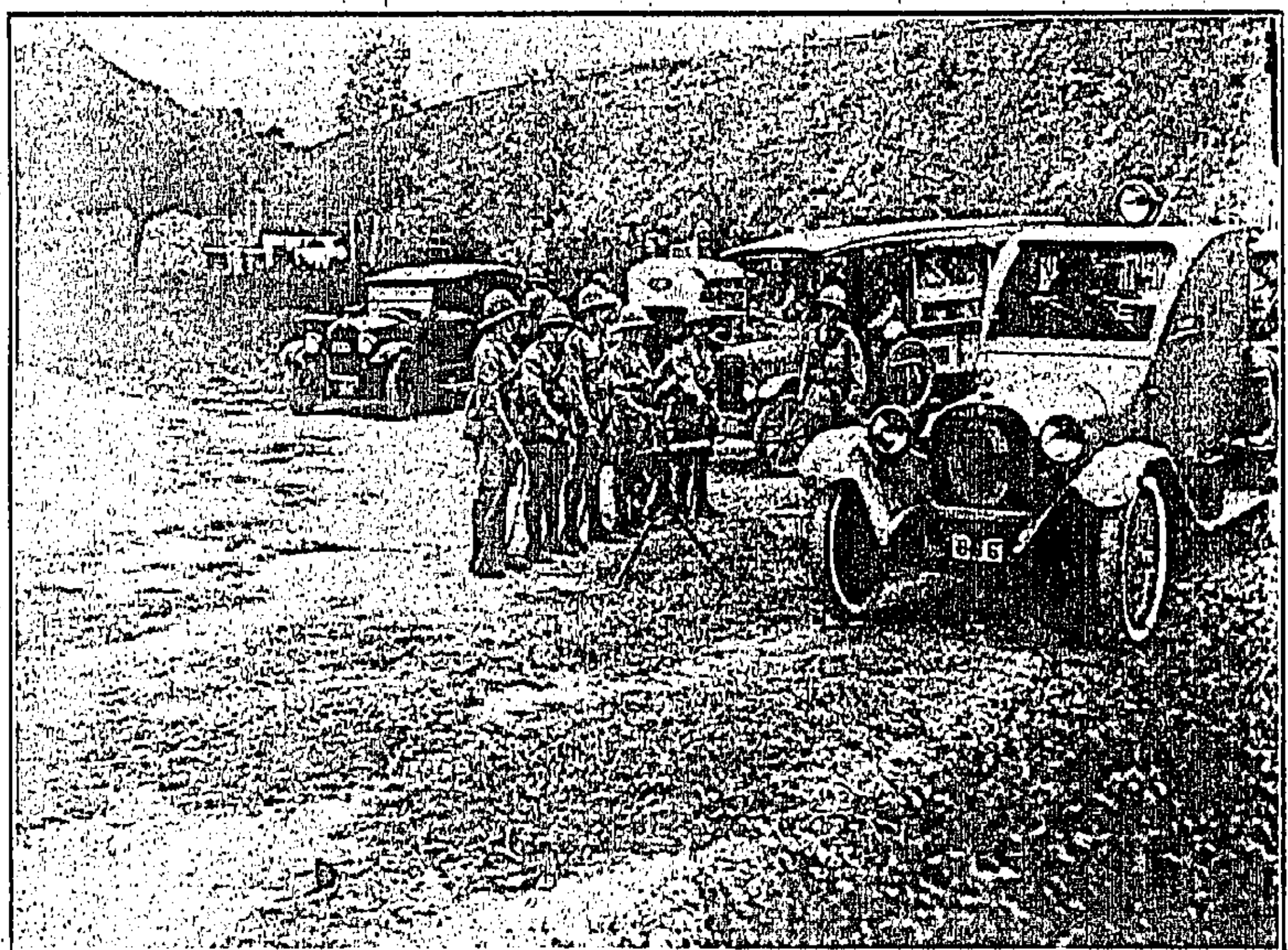
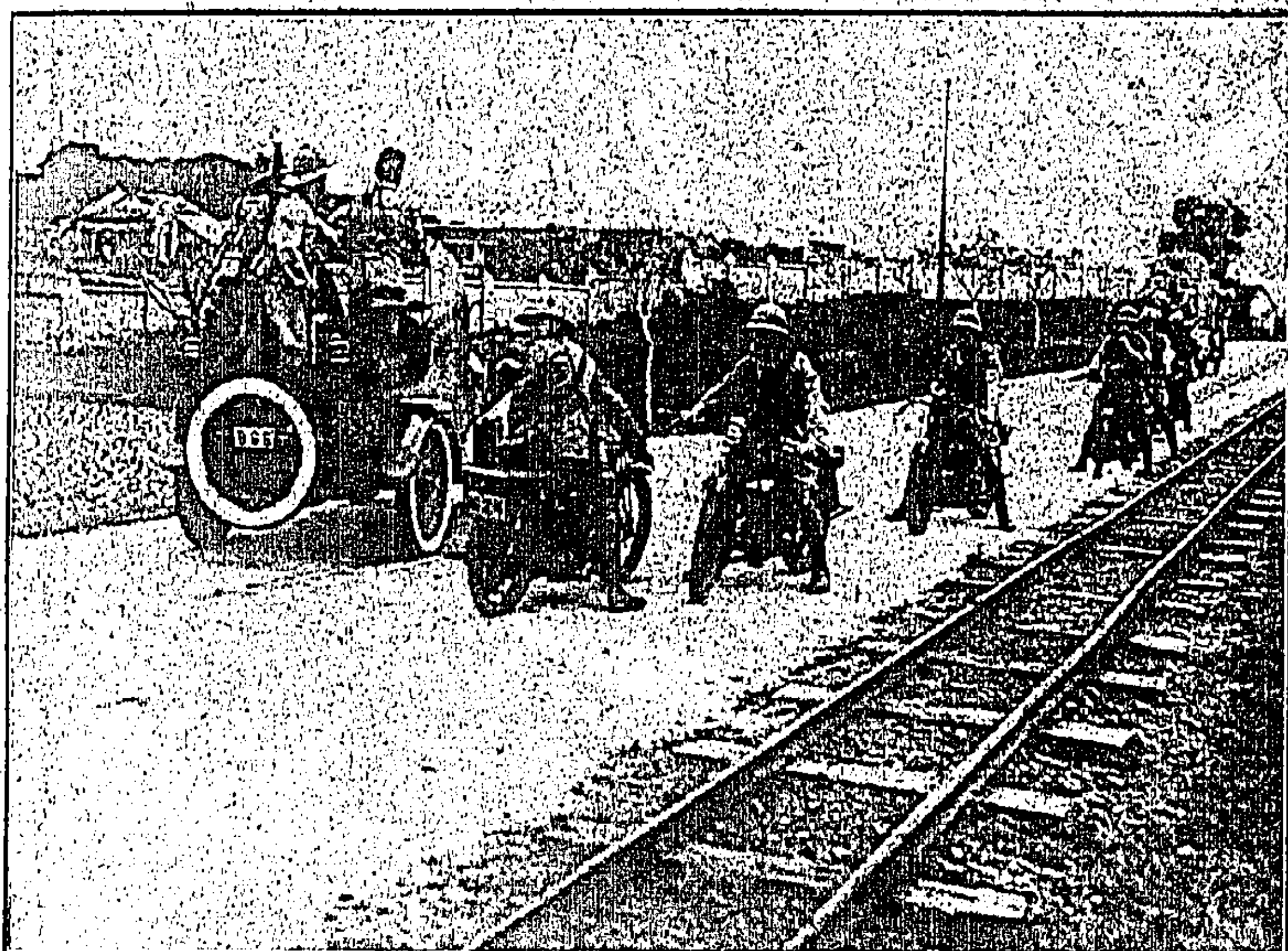
Although London is without official confirmation, Press telegrams report that Mr. Miles Lampson, the new British Minister to China, has reached Hankow, and has had informal conversation with some of the Cantonesse officials.

Mr. Lampson's visit to Hankow was primarily undertaken to investigate the situation in the Yangtze Valley, and he has discussed local conditions with British Consular officers stationed at Kiukiang and elsewhere.

The newspapers report that Mr. Saburi, who was the Japanese delegate at the recent extra-territorial conference, is also in Hankow, and is in close contact with Mr. Lampson.

Conditions in Hankow are reported as practically normal, the Cantonesse authorities having checked the extremist labour elements.—British Wireless.

VOLUNTEERS IN CAMP.



The above pictures were taken at the week-end camp of the mobile sections of the H. K. Volunteer Defence Corps. At top is shown kit and tent inspection in progress; next are seen members of the Armoured Car Company on the road; below are seen machine gunners and communications cars; whilst at foot mounted infantrymen are shown moving off prior to the mimic battle. (Photos: Ming Yuen.)

INCOME TAX PROBLEM.

EASTERN RESIDENT AND ENGLISH COTTAGE.

The following letter, taken from Truth, and the footnote will be of interest to local readers.

Dear Truth,—You have been the means of bringing grievances to the notice of those able to redress them, and I wonder if you would consider publishing and commenting on this letter.

There are hundreds of Europeans living in the East who are in a similar position to myself. I hope in a few years' time to retire on a small pension and, with the small amount of private means I shall have, to live quietly in a cottage in England.

What I should like to do is to purchase a cottage during my next leave and pay for it gradually over a period of years.

I understand that were I to do this I should be liable for English income-tax on the whole of my income, out here, if I occupied the cottage for even one night whilst on leave.

This seems very unfair to a man who has been nearly half his life in the East with never a permanent home.

Nowhere to Go.

When I am on leave I have nowhere to go, and my wife, who generally remains at home with the children for some months after my return to the East, has nowhere to go either.

This, of course, means a succession of rooms, boarding-house, etc., generally uncomfortable, and always expensive. I also have the pleasure of paying for the storage of a small amount of furniture I have in England.

Naturally, I should expect to pay taxes in respect of a cottage if I purchased one, but I do not want to pay a full year's income-tax because my wife or I live in it for few months every three or four years.

Is there any way out of it, or am I, in common with others similarly situated, to be driven to purchase a house on the Continent which I can call "home," and where my wife and children can be comfortable when I am in the East?

Last, but not least, the possession of a cottage in England would do a lot to mitigate the inevitable hours of boredom in the East. One could plan and replan the furniture and garden for that day when we all hope to quite the East for good and put in the few years left to us in our own country.—Yours faithfully,

BANISHED.

Malaya, August 18, 1926.

An Expert Opinion.

A well-known firm of income-tax experts, to whom the above letter was submitted, have furnished Truth with the following note:—

"In the eyes of the Law, one night spent in a house in this country by a British subject resident abroad constitutes British residence with consequent liability to tax. The liability, however, is not on the whole income arising, except in rather rare cases. We should imagine that your correspondent is referring particularly to earned income, and in this case he would be liable only upon that proportion of his income remitted to this country while here. As a general result, the liability under this heading is small, as full allowances are given, and it is only where income is assessable as foreign or Colonial securities where heavy liability occurs. Certainly the sum due would, in most cases, not nearly equal the expense or inconvenience of a house abroad, or living in hotels. This liability, however, varies essentially according to the personal circumstances. Of course, tax would be due under Schedule A on the annual value of the property. We note that your correspondent mentions a few months' stay; if his stay was six months or more, he would be liable in the same way as set out above, although he had no residence of his own."

As a man left Winson Green Prison, Birmingham, on a recent Saturday, police officers noticed that he carried a kit bag, suit case and an overcoat while wearing another coat. He deposited various articles at different railway stations. He was arrested, and at Birmingham yesterday was sentenced to six months' hard labour for thefts from the prison. While serving his previous sentence, it was stated, he had earned good-conduct marks.

SMILES BY MILES.

HUMOURS OF THE A. A.'s ROUTE FINDERS.

"I want to go to Epsom on Derby Day. Please give me choice of routes to avoid traffic."

"As my chauffeur is a sailor and can't read maps, please let me have details of route to—"

"I want a route to— as I wish to see my wife off to Canada, after which our holidays begin."

"Can I have the route of an unexplored region around Nairobi?"

These are a few extracts from the "Book of Curious Questions," the only light reading volume compiled by the Automobile Association. It was shown to me writes a Daily Chronicle representative, when I was escorted round the handsome new headquarters of the association in Coventry-street, W.

It is the special property of the route finding department where a staff of 42 are kept hard at it all the year round compiling routes at the request of thousands of members. Last year they issued routes amounting for an aggregate of 128,000,000 miles.

Sense of Humour.

"With a membership of \$14,000," said an official, "the association is easily the largest individual association in the world, and our 'Book of Curious Questions' speaks for itself that a good many of our members have a real sense of humour."

"One of them asked for details of how to get married at Gretna Green without a license, which explained why he wanted the ideal route."

"Another wanted to transport a giraffe which was 20 feet high, and he was particular about bridges en route."

Mr. Stenson Cooke, who has been secretary of the association since it began in 1905 with a membership of 100, said the association scouts—a service which costs £300,000 a year—patrol 30,000 miles of roads every day.

Although the new building was designed to accommodate a staff of 300, the membership of the association had grown so rapidly that a further 130 have to be provided for in an adjacent building.

For your floor—furniture—and every domestic article requiring a stained and varnished finish

"Wilheycla"

Oil Varnish Stains

IN

Oaks—Walnut
Mahogany—Satinwood
Rosewood—Ebony Black

Can be applied by anyone.
Always reliable, never sticky.
Non-poisonous and Durable.

AGENTS—

S. C. LAY & CO.

Alexandra Building, Telephone Q.763.

Wilkinson, Heywood & Clark
SHANGHAI. HONGKONG.

FOR RELIABLE QUALITY AND SURE SATISFACTION COME TO US

We specialize in embroidery, silk shawls, cushions, genuine lacquerwares, ivoryware, bric-a-bracs, handbags and vanity cases, perfumery, lampshades, parasols, unique imitation jewelry, silk articles of all kinds, Swatow drawn work and also stencilled and batik work made to order.

Your inspection is cordially invited.

PANDORA

39 a Queen's Road Central

TELEPHONE 2559.

C. E. WARREN & CO., LTD.

Monumental Specialists

Monumental and Memorial Work of every description carried out in Marble, Granite, etc.,

Designs, Suggestions and Estimates submitted free of charge.

Address Enquiries to:—

C. E. WARREN & CO., LTD.

CHINA BUILDING, HONGKONG.

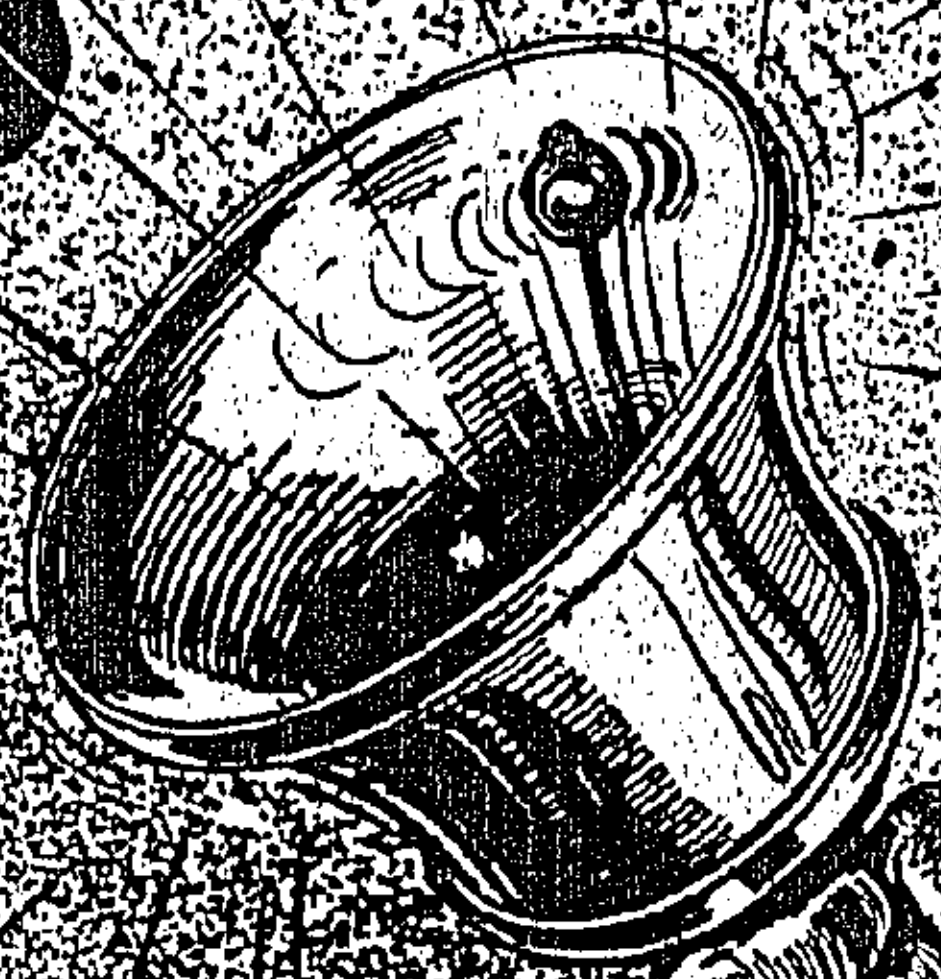
(Opposite side entrance Queen's Theatre)

TELEPHONE C. 269.

SHOP EARLY

SHOP NOW

IT PAYS EARLY



OBEY the CALL

TO VISIT

WHITEAWAY'S "TOY TOWN"

Be advised and shop early. Our stocks of Toys, Games, Crackers and Novelties for Christmas this year are larger than ever, but as Hongkong is so far from the base of supplies, goods sold out cannot be repeated. Call now and make your selection for Christmas to avoid disappointment.

GIFT PROBLEMS SOLVED AT WHITEAWAY'S

CARNIVAL and PARTY NOVELTIES

SQUEAKERS, RATTLES, MUSICAL TOYS, BLOWOUTS, FANCY HATS etc., etc.
HUNDREDS OF NOVELTIES

We have now received for the coming Festive Season a large selection of Carnival and Party Novelties. Make your selection early.

- | | |
|--|-------------------|
| Blowouts, several styles | 15c. to 25c. each |
| Musical Toys | 10c. to 25c. " |
| Assorted Animal Rattles | 15c. to 25c. " |
| Fancy Trumpets | 10c. to 25c. " |
| Comic Noses, assorted styles | 10c. to 40c. " |
| Colored Noses with Specs. | 40c. to 60c. " |
| Harold Lloyd Spectacles | 5c. " |
| Masks, assorted colours | 15c. " |
| Masks, black only | 40c. & 60c. " |
| Paper Hats in asst. pkt. 12 in pkt. | \$1.00 pkt. |
| Fancy Paper Hats | 20c. to 50c. each |
| Balloons asst. colours & shapes | 10c. to 25c. " |
| The "Gaiety" Biffabout Ball a real sporting Balloon | \$2.50 each |
| The Glove Toy in various characters. Cause endless amusement | \$1.95 each |
| The "Popping Optic" a real eye opener. | 75c. " |

WHAT
SHALL
I GET
for
FATHER!
MOTHER!
SISTER!
BROTHER!

If you have been wondering what to give this Xmas — you need go no further than here.

Assembled in our Xmas Selection are the most useful gifts one could wish for. Fascinating gifts that are both a joy and of use to the recipient.

WE WANT TO HELP YOU CHOOSE NOW. COME IN BEFORE IT IS TOO LATE.

CRACKERS FOR THE CHRISTMAS PARTIES.

Our display of Crackers and Table Decorations is larger and more varied than ever.

Bulls Eye Crackers	75 cts. per Box.
Hunstman	90 " " "
Eastern Crackers	... \$1.20 " " "
Lucky Bag	... \$1.35 " " "
Fun of the Fair	... \$1.20 " " "
Snow Queen	... \$1.75 " " "
All Aglow	... \$1.00 " " "
Jolly Snowman	... \$1.00 " " "
Sparkling Fun	... \$1.25 " " "
Carnival	... \$1.25 " " "
Wee Sportsman	... \$1.00 " " "
Tally Ho	... \$1.75 " " "
Cave of Mystery	... \$2.00 " " "
Treasure Strings	... \$3.75 " " "

Box of Snowballs
for Xmas Parties
\$3.50 Box of 12
Large Size Snowball
\$5.50 & \$11.50 each

Streamers, Frost, Confetti. Get you toys early. Best novelties go first.

WHITEAWAY, LAIDLAW & CO., LTD.

HONGKONG.

Our Store
will Remain Open
till 6 O'clock
Every Evening
till
Christmas.



WORK ON MORRISON HILL.

PREPARING THE COLLEGE SITE.

Morrison Hill is now being cut down to a level suitable for the provision of a site on which it is proposed to locate the new Queen's College. The new seat of learning will thus be built on the solid foundation provided by the rocky core of Morrison Hill—all that will remain of what once was the Great Divide between Happy Valley and the crowded adjacent Chinese district.

In the early days of the Praya East reclamation scheme, before an unexpected check was encountered in the solid mass of rock of which Morrison Hill is largely composed, one found that much optimism prevailed and hopes were strong regarding the completion of the big task of removing the hill within the period of years allowed to the contractor. That period has now almost passed, and what is left of Morrison Hill, after much of the earth has been removed, presents seemingly unsurmountable difficulties through the presence of so much hitherto undetected rock. The result was that the contractor for a long time engaged in a race against time on a three-million dollar contract. The Government concession of an extension of time and the employment of night-shifts of workmen notwithstanding, it must have come as a great relief to him when it was recently decided that it was not necessary to remove the whole hill, but to leave some of it for the new site for Queen's College.

Of late, rock-drilling, shovelling and blasting operations have been carried out on an extensive scale, and although much rock and soil have been removed, there is still a deal of work to be accomplished before the College site can be made available. Happily, the Praya East reclamation is almost completed, as enough earth has been secured from the "southern face" of the hill to meet requirements; and it may not be long before the reclamation is made independent of further supplies from the hill. Already, the reclamation line has been extended both ways to about the limits of the proposed boundaries. On the east it ends where a dock-basin is being contemplated for the Jardine interests and on the west the line has made a sweeping curve inland to join up with the contour of the Naval Yard. There are now only about sixty-feet of water intervening and when this has been filled in, Wanchai Bay will disappear. All day and up to a late hour at night, with arc lights flaring, little locomotives are now taking their loads from the Valley to accomplish this purpose.

The construction of the seawall is also well under way, and this has been completed on the stretch between Percival Street and Heald Street. It has been found expedient to secure much material for this part of the work from the granite quarries at Cheungshan, and its transportation by sea interferes very little with the filling-in work. In any case, the rock from Morrison Hill is so disintegrated and deteriorated that it has little use as building stone.

Lately, a new locomotive line has been added to the one running through Bowring Canal, and work is being carried on by night shifts in a big effort to expedite the completion of the reclamation scheme. As to Morrison Hill, it will still take some time before the height is reduced to the elevation of 95 feet which has now been decided on by the authorities.

X-RAY CHARGES.

AT GOVERNMENT HOSPITALS.

The Gazette notifies that the scale of charges for X-ray examinations at Government Hospitals shall be:

Examination of limbs and joints	\$10
Examination of head, trunk, body cavities and internal organs	\$15
Dental examination	20
Opaque meal examination of lower intestinal tract	20
Opaque meal examination of gastro-intestinal tract	35

REDUCING STEEL PRODUCTION.

CARTEL'S EARLY ACT.

Luxembourg, Dec. 10. The European Steel Cartel has decided to reduce production by 1,500,000 tons for the first three months of 1927.—Reuter.

MIXED GRILL

A Merry Miscellany

Ashley Sterne

Doctors are saying that a splendid practical test for ascertaining whether or not you are in perfect health is to try holding your breath for the space of one minute. If you can comfortably accomplish this feat, your organs may be assumed to be functioning with all their accustomed efficiency and dexterity. But, if on the other hand, you break down at half-time, or even sooner, and give an imitation of an exhausted soda-water syphon, it indicates that your internal machinery is back-firing, and you had better take it round to the doctor's inspection-pit. Well, I suppose this is all right in theory; but that holding the breath is not always a reliable test of perfect anatomical mechanism the following incident will show. A friend of mine, spent a week, this last summer, at an unpretentious-looking seaside boarding-house, whose locality (owing to my total ignorance of the law of libel) must remain nameless. On the morning of his departure, the landlady whacked him in a bill as long as a boa-constrictor. This



took my poor friend's breath away for exactly one minute, which, according to the doctors, proved him to be in perfect health. The next moment he fell down at the landlady's elastic-sided boots in an apologetic fit, foaming lavishly in all directions. And well, that's that.

It has practically been decided by the clergy to abolish Hell. In this event, Anglo-Indian bridge-playing colonels will have no alternative but to resign their Clubs and join the Y.M.C.A.

At the new Trade Union College shortly to be opened in Chicago, I read that the teaching of "charm" is to have a place in the curriculum. I am very glad to know this, for I have noticed with regret the almost total absence of charm from our own Trade Unions, and it is gratifying to know that Chicago, which might rightfully be described as the "spiritual home" of "charm," has also recognised this deficiency and taken a practical step to remedy it.

The only thing that worried me is that charm is a very subtle and elusive attribute to define, and what may be charm in one person may easily prove to be repulsion in another. I was present at a party a few evenings ago, and Lady Phylleta Playce, the younger daughter of the Earl of Rock-salmon and Holibut, warbled that delightful *moreccau*, "Do the angles wear thick undies when it's moulting-time in heaven?" (words by Abe Schlesinger, Wal Baumgartner, and Dave Breitspark; music by Al Schinkelplatz, Hank Pimpelsdorf, and Cy Schaffhausen). At its conclusion, everybody voted Lady Phylleta "simply charming." But supposing a middle-aged stockbroker, who really could sing, who really could articulate his words, and who really could "shove the stuff over" (as we say in Chicago),

had performed the same turn. Would we have acclaimed that he was "charming"? Echo answers "Of course not; don't be a cow-faced ostrich!" (which isn't a bad retort for a mere echo, what?) Chicago, however, may have reduced charm to a sort of definite simple equation, in which case, I should never be surprised to learn that the man who can secrete a bull's-eye in the radiator every time is said to possess the "charm" characteristic to the exclusion of everybody else.

SILLY SEASON LOVE LYRICS.

I knew not what love was until I met you;
I knew not what bliss was until we kissed;
I knew not life's expression till I let you
Lead me down the garden path,
nor dared resist.

There, 'neath the swaying laurels
and the jasmine,
Did I first learn the rhapsody of love,
O, what a joy to claim you, sweet,
heart lass, mine;
And hug you till the stars grow pale above!

Ne'er can the memory of that evening
falter,
Nor yet the savour of your kisses
fade;
But as for leading you to Hymen's altar—
It's a case of nothin' doin', I'm afraid.

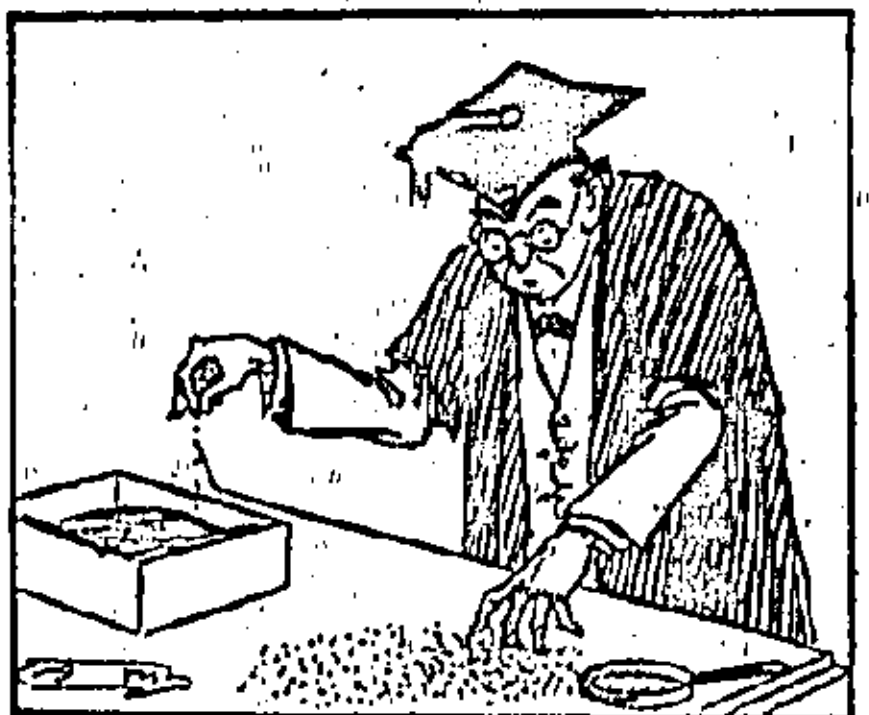
Think me not cruel; my heart's
but ruled by reason,
And common sense precludes a
marriage tie;
All things are silly in the Silly
Season,
So let's be an acception, you and I!

OBSCURE INDUSTRIES.

Decimal Dotting.

The manufacture of dots for recurring decimals is a highly technical branch of the iron foundry trade, and is only carried out by men, who, in addition to being skilled craftsmen, possess a sound knowledge of applied arithmetic. The dots are, in the first place, cast about the size of a soda mint tablet, and are then transferred to electrically driven turning-lathes, so exquisitely adjusted that they can remove a shaving of iron so thin that it requires two men to see it. Every dot on leaving the lathe is carefully tested on a standard gauge, so that it may be of the exact size to cause a decimal regularly to recur.

Should they successfully emerge from the gauge-test, they are passed to the practical testing room, where each dot is apposed over a series of figures and the order of recurrence carefully checked by



an ex-Senior Wrangler. Finally, the perfect dots are polished with diamond dust, packed in cotton-wool, and despatched to the Secretary of the Decimal Association, who, after examination, stamps them with the Association's India-rubber stamp—the hallmark which indicates to the entire decimal world the genuineness and reliability of this humble yet most important, mathematical sign.

BRITISH TYRES.

FURTHER REDUCTIONS IN PRICES.

Rugby, Dec. 10. Further reductions ranging from ten to twenty per cent. are announced in the prices of British automobile tyres.

This is the third reduction by British manufacturers this year. In April, prices were lowered by ten per cent and in October by fifteen to twenty per cent drop.—British Wireless.

purpose of having other nations confront Japan.

Adverting to the \$5100,000 loan made to Mr. Fall, Mr. Doherty insisted that it was merely a personal transaction and not connected with the pending oil contracts.—Reuter's American Service.



Colder nights are approaching when
Fires are necessary.

INSTALL A GAS FIRE

and Ensure Your Comfort
all through the Winter.

Full particulars and examples of
Modern Gas Fires can be sent at the
Showrooms: Des Voeux Road Central
West Point.

Hongkong & China Gas Co., Ltd.



Pullovers and Woollies

—the Scotch sort

Pullovers are like heather, short-bread and . . . one or two other things.

The word "Scotch" makes all the difference.

"Braemar" pullovers are Scotch-knit pullovers.

It is the nature of Scotch-knit-pullovers to be elastic—to aid and abet your limbs to be liessom.

Because they are shaped in the knitting they fit snugly yet easily, with no ridges or seams to cause discomfort.

And, being Scotch-knit, they are sturdily indifferent to hard wear and exposure.

MARL CHEVIOT Scotch-knit PULLOVERS, in neater patterns, as a pleasant change from the somewhat hectic designs that have been in vogue for some time.
From \$13.50 to \$35.00

WE ALLOW 10% DISCOUNT FOR CASH

MACKINTOSH

& Co., Ltd.

MEN'S WEAR SPECIALISTS

Alexandra Building. Des Voeux Road.

DINNER DANCES

If you MUST dance during Dinner, at least ensure
that your *Aperitif* contains

ANGOSTURA BITTERS

thus safeguarding an otherwise
impaired digestion.



DEAL DENIED.

THE LEYLAND AND RED STAR LINES.

New York, Dec. 10. Mr. Franklin, President of the International Mercantile Marine,

denies the statement published in the New York press, that the Royal Mail Steamship Company has offered to purchase the Leyland and Red Star lines. He added that he has received no offers and is not negotiating a sale.—Reuter's American Service.

Powell

Telephone C. 4578

THE MOST CONVENIENT FURNISHING
ESTABLISHMENT IN HONGKONG



Just Arrived

A special purchase of

DOWN QUILTS prices from \$30.00 to \$37.00

BLANKETS prices from \$27.00 to \$49.00

ASAHI BEER

BREWED BY

DAI NIPPON BREWERY

Co., Ltd.

TOKYO JAPAN

Specially Brewed for Export.

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

Expert Instruction in Fascinating Arts Given Every Day

An Artist, specially trained in creating articles of beauty from Dennison's goods is in charge of our

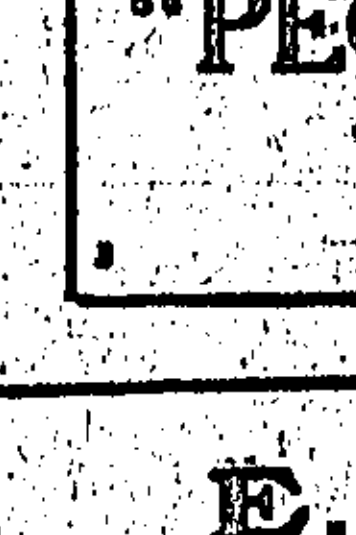
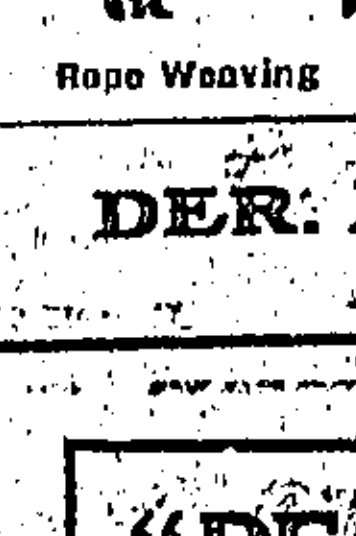
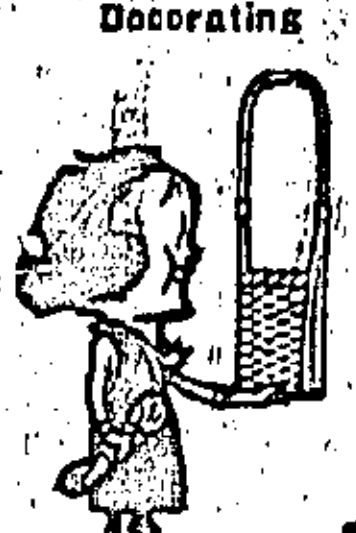
DENNISON DEPARTMENT

You can learn to make beautiful boudoir lamps, sandwich trays, flower vases, and baskets from paper rope. Other arts include the use of sealing wax, costume designing, flower making.

LESSONS WITHOUT CHARGE

Come in—every courtesy and accommodation will be extended to you without obligation to purchase.

Call or send us your name and address to enable us to advise you of additions to this Department and of prize competitions that will be held.



DER. A. WING & CO., (1923) LTD.
60, Des Voeux Road, Central.

"PEONY" EVAPORATED MILK

For Every Cream Need.

Ask for it at your dealer's.

E. HING & CO.

SHIPBUILDING MATERIALS, SHIP CHANDLERS

HARDWARE MERCHANTS.

PHONE CENTRAL No. 1116

(Wing Woo Street
TEL. 52 Central)

ARTS & CRAFTS, LIMITED.

ARTISTS & CRAFTSMEN

IN

CAST BRONZE & OTHER METALS
STAINED GLASS
CABINET & JOINERY WORK
FIBRURS PLASTER.

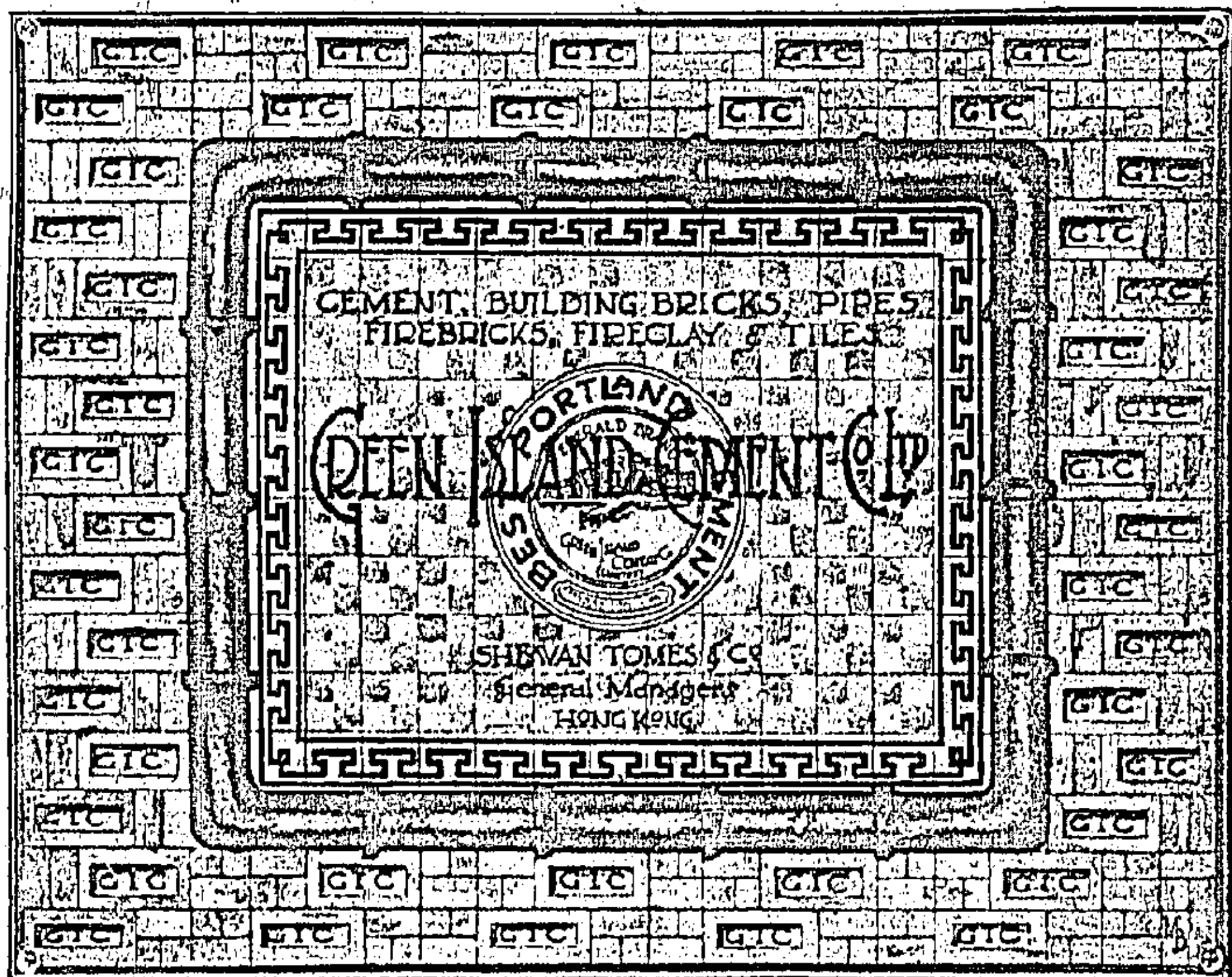
Special attention given to correct rendering of
Architects' own designs.

Stocks kept of moldings and friezes.

Correspondence invited—Estimates free.

ARTS & CRAFTS, Ltd. SHANGHAI.

Cable Address:— STUDIO, SHANGHAI.



"LAMMIT"

ASBESTOS CEMENT

CORRUGATED and FLAT SHEETS

For:- Exteriors and Interiors
Roofs and Ceilings
Partitions and Linings

Cool, Strong and Fireproof
White Ant and Weather Proof
Practically Indestructible

ASK for PRICES

SOLE
AGENTS

DODWELL & CO.,

PHONE
C. 1030

STOLEN BUS TICKETS.

SLACK SUPERVISION.

That there was a moral difference between imprisonment at Home and incarceration in Hongkong was commented upon by Mr. J. H. B. Nihill at the Kowloon Magistracy yesterday when two bus conductors were convicted on a charge of larceny of 816 bus tickets, the property of the Kai Tak Motor Bus Company.

Mr. F. H. Loseby, represented the second defendant, a 16-year-old Chinese.

Mr. Loseby pleaded guilty and in extenuation, said that the theft was merely temptation and required no skill to commit. The tickets could easily be taken from the premises. Mr. Loseby asked his Worship to believe that the boy was led astray by his elders.

The first defendant who was unrepresented also pleaded guilty.

Inspector Phillips said that since the arrest of the defendants six other bus conductors had absconded from the Company. Referring to Mr. Loseby's statement that the tickets could easily be taken from the office, the inspector said that he had inspected the premises and agreed with what the solicitor had said. He himself could have taken any number of tickets from the office without any of the employees knowing.

When asked if the manager was present, his Worship was told that he had not come to Court, but had sent a clerk to prosecute on behalf of the Company.

Speaking to the clerk his Worship asked why the manager had not come to Court and was told that the clerk had been sent because he knew more of the case than the manager and also that the latter was busy yesterday morning.

His Worship: In fact he does not manage the company. You are the person who is responsible for this extraordinarily slack supervision.

His Worship imposed sentence of one month's hard labour each.

Mr. Loseby applied for the infliction of a fine in the case of the second defendant, who he said was only 16 years old and the prison sentence would tend to make him a criminal.

His Worship said that he did not see how he could differentiate between the two prisoners.

Mr. Loseby said that there was a difference of five years between the two men. Youthful delinquents at Home were invariably bound over, and he thought that the few days he had been under arrest would be a sufficient lesson to him.

His Worship said the punishment was to prevent a similar occurrence. If he passed over this case, it would not be a deterrent at all.

He sympathised with the defendant but said he was afraid that he could not alter the sentence and it would have to stand.

COAL SETTLEMENT.

800,000 MEN AT WORK.

Rugby, Dec. 10.
Eight hundred thousand miners are now at work, and if the demand for coal is increased as a result of further price reductions, considerably more men will be employed, and permanent unemployment among miners as a result of the stoppage will be much less than had been feared.

The last of export embargoes will be removed by midnight on Sunday, after which anthracite and coke may be freely exported.

The Council of the Mining Association, which is the coal owners' organisation, yesterday approved the formation of joint pit committees, including representatives of the workmen, and also decided to contribute to the research fund.—British Wireless.

CHINA'S SECURITIES.

MR. LOCKER LAMPSON'S STATEMENT QUESTIONED.

Peking, Dec. 10.
Mr. Locker Lampson's statement in the House of Commons that the Customs revenue was the only source whereon British capital loaned to China was secured, caused considerable surprise in financial circles where it is pointed out that the Anglo-French and Crip loans are entirely secured on salt, while the 1918 reorganisation loan is theoretically also secured on salt though met from the customs revenue in recent years.—Reuter.

An
OLD ACQUAINTANCE
with an ever increasing reputation

**SMOKE
CAPSTAN
CIGARETTES**

This advertisement is issued by the British-American Tobacco Co., (China) Ltd.

GECOPHONE

B.C.—750 COMPONENT PARTS FOR 6-VALVE
SUPERSONIC HETERODYNE RECEIVING SET ... \$ 86.25

OSRAM VALVES

DER	\$5.50	NEW STOCKS
DE 2 (H.F.)	\$5.75	at
DE 2 (L.F.)	\$5.75	LOWEST
DE 3	\$6.50	POSSIBLE
DE 3 B	\$6.50	PRICES
DE 4	\$6.75	
DE 5	\$6.75	
DE 5 B	\$6.75	
DE 6	\$6.75	TELEPHONE
DE 8 (H.F.)	\$6.75	C. 518
DE 8 (L.F.)	\$6.75	

THE GENERAL ELECTRIC Co.,

OF CHINA, LTD. HONGKONG.

THE WAR.

CHANG YI'S TROOPS SURRENDER.

Foochow, Dec. 10.
Chang Yi's troops surrendered to the Chinese last night. Their main condition was incorporation in the Chinese army.—Reuter.

CHINESE BISHOPS IN PARIS.

Paris, Dec. 10.
The four Chinese Bishops recently consecrated by the Pope arrived in Paris, and were greeted by the ecclesiastical authorities.—Havas.

SEPARATION CASE.

COUNT LUDWIG SALM SEEKS FREEDOM.

New York, Dec. 10.
Count Ludwig Salm, an Austrian Nobleman, and an ex-international tennis champion is seeking a judicial separation from his wife Millicent, daughter of Colonel Rogers, the multi-millionaire magnate of the Standard Oil Company.

His wife is willing to separate but denies the court's jurisdiction as Count Salm is not residing in America.

The Count admitted to the court that during his honeymoon he received \$500 as the supposed au-

thor of certain newspaper articles entitled "How I Wood and Won Millicent Rogers." — Reuter's American Service.

Joy Town
NOW OPEN
AT WHITEAWAY'S



WOMAN'S WORLD



OVER THE TEA CUPS.

(SPECIAL TO THE "TELEGRAPH" BY "JOAN.")

London, November 11th 1926.

This week I observe that Margarita has kindly thrown in a tree and a dog. I believe this is what is known as supplying "local colour"; but as I know nothing about trees, and less about dogs, I must stick to the dress as usual, I'm afraid.

It is, Margarita tells me, an early Autumn model, sketched at one of the most exclusive ateliers. The business part is of the finest repp, and the frill and puffs of the sleeves of crepe de chine. It goes without saying that the scarf is lined with crepe de chine of the colour chosen for the frill and sleeves. Navy blue, trimmed with red, or brown trimmed with beige, should be most attractive, according to your several tastes. The only concession to our friend the snake this week appears to be the shoes, which are certainly fashioned from his skin. This leads to the idea that the giraffe round the dress could also be snake, but it is entirely optional, and could be silk, beads, or metal—as you fancy.

I am aware, incidentally, that I have been neglecting a most vital part of our scheme of things—namely the lingerie. This is because Stephanie, the expert in these matters, has been qualifying for social uplift by having her appendix removed. She is now able to attend to mundane matters, and next week I promise you her first sketch, which I know you will like.

The hat this week is one of those which I should most emphatically NOT recommend you to attempt to make at home, for if it doesn't bear the hall mark of the hat artist, then it is—nothing. You can see for yourselves how attractive it would be, worn by the right type; and it can be fashioned either of chiffon velvet, satin or silk, and ornamented with a head design, or silver tinsel, to match

the rest of your outfit. It is the ultimate word in hats, and of a style which is going to be most popular this season.

Is That So?

Sir Frank Benson, who was sixty-eight last week, shares with our own Miss Lillian Bayliss of the "Old Vic", the honour of having brought Shakespeare's plays so effectively into the histrionic life of the nation. Another achievement he shares with the indefatigable lady mentioned is the discovery of many great actors and actresses whose names are household words. There is scarcely a town in the provinces, or Dominions that has not been visited by a Bensonian company at some time.

It is a fairly far cry from Shakespeare to the beautiful Canadian actress, Margaret Bannerman—who, no matter how long she remains in this country, never forgets that she is a Canadian. Most people know that not the least of Miss Bannerman's beauties is her golden hair, which, until last week literally did "hang down her back". Two or three days ago I saw her, and she told me that she had almost wept without gazing since emerging from the hands of the hairdresser, and that she was absolutely determined to grow her hair again. Optimistically, she added that she would grow it "in time for my next appearance", but as this is calculated to be within about a month, I did not add to her troubles by pointing out that by then she will have achieved about half an inch beyond the shingle! She had sent, she told me, to Paris for "all sorts of turbans" to hide the devastating effects; so I pointed out, with absolute truth, that no beautiful woman can wear a turban more beautifully than she can—especially a silver one, accompanied by crystal ear-rings.

The wife of Sir Abe Bailey, the South African mining magnate and English racehorse-owner, has qualified as an aviator. Personally, if I were able to reside in the miniature Buckingham Palace which their house represents, I should prefer to stick to what the dear old lady called "terra cotta"; but I suppose it's a case of "other worlds to conquer". I couldn't get her to talk to me about her achievements—whereby she proves herself to possess the true aviator's spirit.

The Street Of Adventure.

The Prince of Wales being the embodiment of the real Prince Charming for all of us between the ages of eight and a hundred and eight, irrespective of politics, everyone will read and enjoy the extraordinarily attractive book which has just been written by Mr. Turley. The book is adequately explained by its title—"With the Prince Round the Empire", and Mr. Turley has described "H.R.H.'s" visits to the Dominions in a way that makes the Prince the hero of all occasions without effort. He is not the troublesome stuffy hero of fiction, but the real, living, breathing hero of a hundred and one day-to-day incidents; and at the end of the book, we are left asking for "more".

Miss Rose Macaulay has reached a point where she is included by common consent in the list of "first six women novelists".

Whether she is in the first six or first dozen, she certainly has "got there"; and although we may not all appreciate her satire all the time, we read her books and enjoy them as something not easily forgotten. In "The Crew Train", her latest novel, she is in good form, and I cannot do better than recommend those of you who like her to get it at once, and those of you who so far have not "tried" her, to do so equally quickly.



Jobyna Ralston, leading lady for Harold Lloyd, is going to marry Richard Arlen, actor. Miss Ralston admits that the engagement didn't take place until after their friends had started talking about it in fun.

NOTES FROM FASHION SALONS.

FASHION FAVOURS CORAL.

Coral is returning to favour.

Last year the woman who wished to be in the forefront of fashion wore jade—jade earrings, jade necklaces, jade combs, jade cigarette-holders and cases, jade umbrella-tops, and jade-coloured frocks.

This year, with red the predominating colour, all her articles of "small" jewellery and dress accessories will be of coral.

Long necklaces of small pieces of branch coral of the type that our grand-mothers loved to wear

are in all the leading shops, with coral cameo brooches, plaques to be worn at the end of ribbons of black moire or velvet, coral rings, and coral bracelets.

Black hats of felt or panne are turned sharply up from the face, and securely fastened with quantities of carved coral buckles and ornaments while coral instead of gold initials appears on the newest handbags.

A "coral fringe" frock is the latest novelty. For its making hundreds of thousands of tiny beads are threaded by machinery on strands to form a fringe of varying depths. This fringe is mounted in rows on a slip of flame-coloured georgette, diamante trimming a quarter of an inch wide being sewn at the top of each row.

A BEAUTY HINT.

FOR THE BOBBED.

If you are one of the bobbed and shingled, the nape of your neck should receive special attention, for it is very much in evidence. And very few women possess a really pretty neck, back view. To look its best, it should be very white and smooth and without any straggling hairs.

But don't use cream to whiten it, for the oil will penetrate to the hair and give it a greasy appearance where it touches the neck. Instead, take a piece of cotton wool, damp it with peroxide of hydrogen (10vol.), and place it across the nape of the neck. Let it rest on the skin for about a minute, then remove it, allow the skin to dry, and powder it with some fine oatmeal. A paste made of fine oatmeal and milk, rubbed into the nape of the neck, when the daily tub is taken, will also help to keep the skin here white and soft.

PREPARING FOR XMAS.

SOME OF THE NOVELTIES.

Christmas crackers! Christmas cakes! Chocolate boxes prepared for Christmas presents! Christmas stockings!

All these things, which seem far-off necessities to us just now, are the pre-occupation of many minds already.

This year the Christmas cake is to be a very gay affair. Never have fruits and flowers of marzipan been brought to such a pitch of perfection in colour, and in shape as is the case just now. Roses no bigger than a thumbnail, and roses to equal the prize blooms of the rose show, have been shown for this purpose, with fruits of every colour in gilt baskets and all sorts of other blooms in sugar and bright colours. Scarlet gnomes, skiing couples on sledges are among the other ornaments to be popular this year.

Music in Your Crackers.

Among the crackers, perhaps the brightest notion is for boxes containing a number of reed instruments and a conductor's baton. Each instrument has a different note and "music" is supplied in such a way that, by giving each member of the party a number, the conductor, pointing to each in turn, can make them play Christmas hymns and national anthems. The great crackers, packed with toys for children, are now made with a transparent centre, so that their contents can be seen before the cracker is pulled apart.

Garters as Dance Favourites. Among the new amusing dance favours are wide paper garters for wear below the knee in the new fashionable way; hats with feather mounts, magpie dolls with black faces to coincide with the "Florence Mills" craze; borel caps and, since the demand is for Spanish favours so often, castanets, hats that represent Spanish combs and Valencia hats.



One of the newest hats.

There is a good substitute for the bomb full of favours which used to go off with a bang. The new one only needs to have a lighted match put under it which burns a scrap of paper and releases a spring. This throws the toys in the air without any danger or startling noise at all.

Pearls and Chocolates.

As for the new Christmas chocolate boxes they are wonderful combinations of the ornamental and the useful. One opens to disclose a string of pearls against a chocolate coloured background—but when this is lifted there are chocolates underneath. Long flat boxes hold beautiful feather fans; also concealing chocolates as well, and smaller ones have hand-painted ivory fans instead. Then there are fan-shaped boxes with the fan outside the box, set against a background of quilted silk or satin.

For the nursery there is the box of chocolates with a lid which, every time you open it sets a musical box in motion. For the housewife the chocolate box is covered with plaited straw in various colours, and can be turned into a capacious workbox when its contents are taken out. Other boxes, surmounted by a lady clothed in Turkey down in various colours and covered with tiny feathers itself, is meant to be used as a powder-box when empty.

FROCKS FOR YOUTH.

SEEN AT THE CHARLOT SHOW.

It might be said that all frocks, nearly, are frocks for youth now—days, whether or no they are ultimately worn by youth. But what frocks should be worn by the young who really have "all the freshness and delightfulness of youth"? Nineteen-year-old Miss Jessie Matthews, who is playing the principal part in the Charlot Show of 1926 at the Prince of Wales Theatre, supplies an answer. She is so exactly like a child—a very intelligent child with fairy limbs—that someone might have had the obvious idea of dressing her in child-like frocks. But none of the ideas in this bright show is at all obvious.

Miss Matthews has all sorts of frocks, and she seems to like wearing long skirts part of the time. These, of course, are required of her when she plays the part of a "medieval" princess, but she chooses them also for the white dress in which she sings about "Friendly Ghosts". She has a very pretty modern frock of white and silver with a rather long fringed skirt, and another evening gown is all glorious with gold lace and sequins. Simplicity of line, however, is never lost.

Perhaps we really like her best of all in her ballet skirt with which she wears a bodice of red and gold brocade. Yet she is distractingly charming as a French maid in a short frock of black tulle and lace apron, and black silk garters fastened with diamond buckles. Quite at the last she appears in a frock of pale green or grand, with narrow borders of orange. It has a berthe and a double skirt, just to the knees. Youth, such as hers, may wear anything, elaborate or simple, but is right in avoiding the fussy or complicated.

That shingling is really finished, as far as ultrasmart women are concerned. Of course, "they" have often said this before, but it is a fact that many women are hastily buying plaits and pinning them on to hide their growing "ends," and it is also true that nearly all the mannequins employed by the great dressmakers are now long-haired, so—well, we shall see!

That three-quarter—otherwise halfway between the hip and the knee—is the length for the smartest new coats, though they may end anywhere you like between, or at, these points.

That the latest fringe is printed in patterns, like a material. One was recently seen in a harlequin pattern, in bright contrasting colours, on a black dress. Shaded fringes, both in silk and beads, have been seen but this was quite a novelty. Pretty? Well, not exactly but certainly new.

That mixed furs are very smart. A fur coat is trimmed with another fur more often than not. A striking new model is of electric seal, shaded, in horizontal bands, from silver to deep grey, with lynx collar and cuffs. Another, for country wear, of brown pony-skin, has a collar and cuffs of natural fox.

THIS WEEK'S RECIPE.

BUTTERSCOTCH COOKIES.

One cup butter, 4 cups light brown sugar, 4 eggs, 1 teaspoon cream of tartar, 1 teaspoon soda, 7 cups flour, 1 teaspoon vanilla, 1 teaspoon salt.

Cream butter and sugar. Add eggs beaten until light. Mix and sift flour, salt, cream of tartar and soda. Add with vanilla to first mixture. Mix well and form into roll. Chill over night and cut in thin slices. Bake eight minutes in a hot oven.

Chopped nuts can be sprinkled over caramel or butterscotch cookies before baking. When nuts are added to the dough it's not quite as easy to slice.

That ostrich feathers are being used more and more to trim evening frocks and cloaks, and that the fumes used for the latter, instead of being plain, are generally patterned or brocaded this season.

That the latest sort of train is a double one, falling in two wings, as it were, from the shoulders. A very short black velvet evening frock has these floating panels in black crepe de Chine, long enough to trail a few inches on the floor.

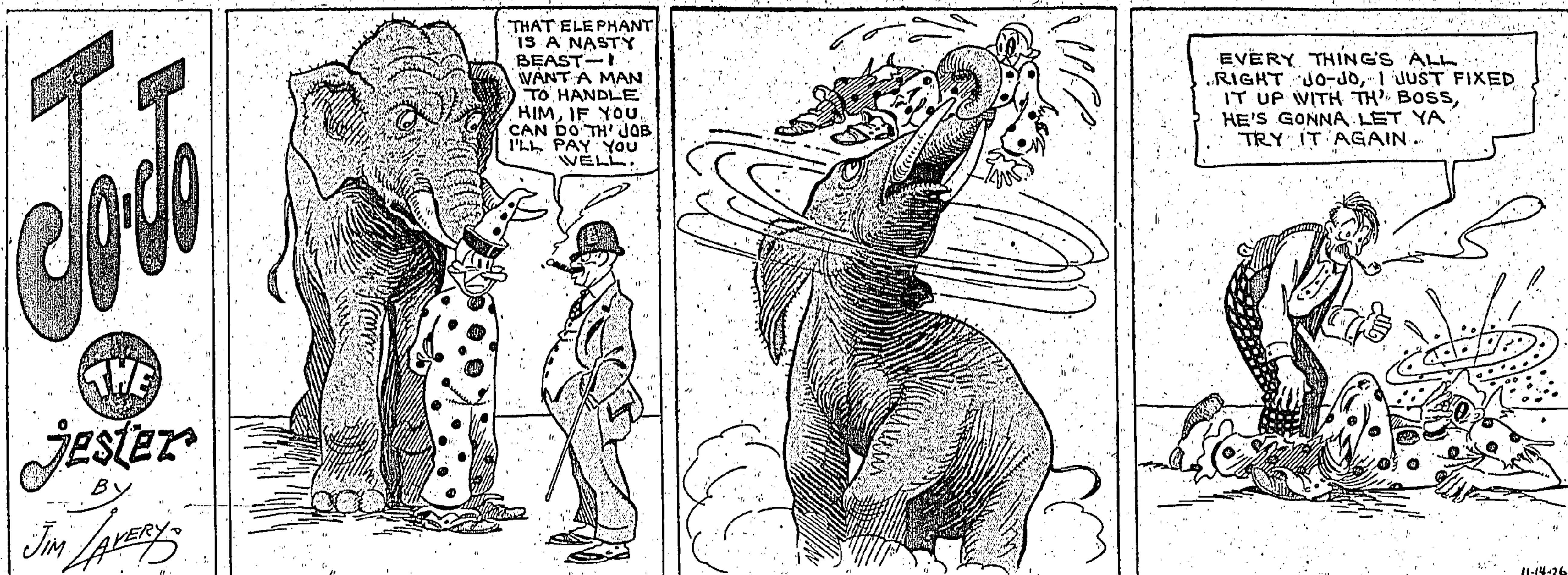
Sealskin is the latest fur to be dyed; a red-brown leather motor-coat was collared, cuffed, and lined with sealskin dyed to match.



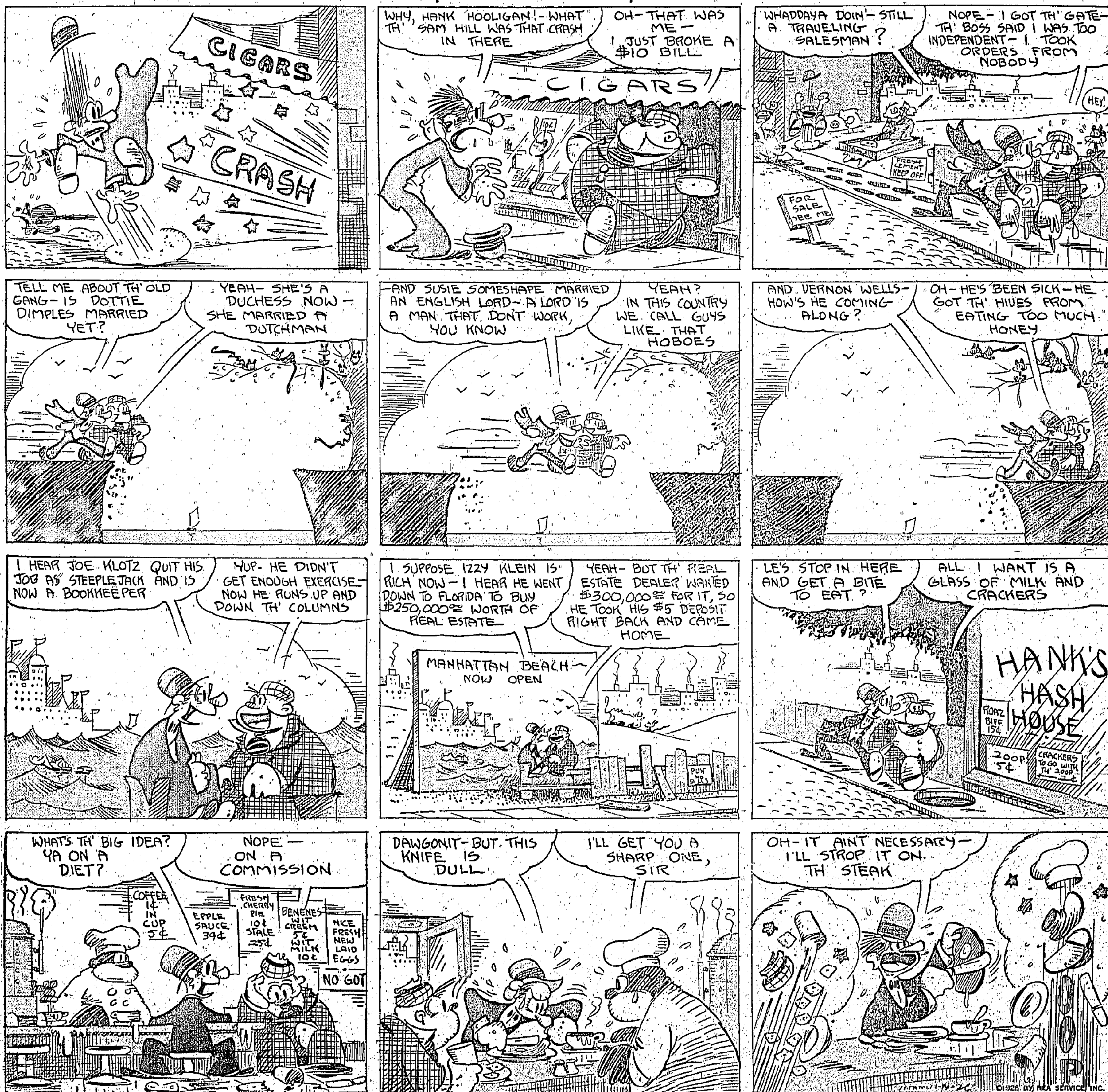
A new line in the trimming of this straight coat gives it distinction. The new line, of course, is the pointed one running in a curve from belt to side seam. The coat is luxurious black needle-point, with fluffy collar of natural lynx.



A French model from the winter displays, shows green hemline which is achieved by flying panels. Circular pieces set in the skirt and side drapes on blouse are style points of interest as is also the sapphire velvet used to make the frock.



SALESMAN SAM



THE BLUE FUNNEL LINE

**REGULAR AND FAST
FREIGHT AND
PASSENGER SERVICES**

LONDON SERVICE
 "BEUTER" 15th Dec. Marseilles, London, R'dam & Glasgow
 "AUTOLYOUS" 25th Dec. Marseilles, London, R'dam & H'burg
 "AENEAS" 11th Jan. Marseilles, London, R'dam & Glasgow
 "AGAPENOR" 25th Jan. Marseilles, London, R'dam & H'burg

LIVERPOOL SERVICE
 "TITAN" 18th Dec. Genoa, Havre, Liverpool & Glasgow
 "DOLPHIN" 23rd Jan. Genoa, Havre, Liverpool & Glasgow
 "DEUCALION" 20th Feb. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE
 via KOBE & YOKOHAMA
 "TALTHYBIUS" 18th Dec. Victoria, Vancouver & Seattle
 "PHILOCTETES" 30th Dec. Victoria, Vancouver & Seattle

NEW YORK SERVICE
 "YANGTZE" 17th Dec. New York, Boston & Baltimore
 "OANFA" 14th Jan. New York, Boston & Baltimore

PASSENGER SERVICE
 "AENEAS" 14th Dec. at Nomi, for Shanghai
 "HECTOR" 15th Dec. Singapore, Marseilles & London
 "AENEAS" 11th Jan. Singapore, Marseilles & London
 "BARPELON" 9th Feb. Singapore, Marseilles & London
 "PATROCLUS" 9th Mar. Singapore, Marseilles & London

Also cargo steamers with limited passenger accommodation at specially reduced rates.
 For freight and passage rates and information apply to:—
Butterfield & Swire,
 Agents.

CANADIAN PACIFIC

**QUICKEST TIME ACROSS THE PACIFIC
TO VICTORIA & VANCOUVER.**

SAILINGS 1927.

STRAITS	Hongkong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF ASIA	Jan. 6	Jan. 9	Jan. 12	Jan. 15	Jan. 24
EMPERESS OF CANADA	Jan. 26	Jan. 29	Feb. 1	Feb. 4	Feb. 13
EMPERESS OF RUSSIA	Feb. 16	Feb. 19	Feb. 22	Feb. 25	Mar. 6
EMPERESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPERESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPERESS OF RUSSIA	Apr. 20	Apr. 23	Apr. 26	Apr. 29	May 8
EMPERESS OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPERESS OF CANADA	June 1	June 4	June 7	June 10	June 19
EMPERESS OF RUSSIA	June 22	June 25	June 28	July 1	July 10
EMPERESS OF ASIA	July 11	July 14	July 17	July 20	July 29

(B/A Asia and B/Russia call Nagasaki day after departure from Shanghai.)

CONNECTING SAILINGS ST. JOHN TO LIVERPOOL.
 MONTROSE February 4 MONTROSE April 7
 MONTAINE February 10 MONTAINE April 23
 MONTCAIN March 12 MONTCAIN May 13

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

BOOKINGS NOW OPEN.
EARLY APPLICATION FOR SPACE IS ADVISABLE.

SPECIAL FARES TO EUROPE
 £120 £112 £93

HONGKONG-MANILA SERVICE

Leave Hongkong	Arrive Manila	Leave Manila	Arrive Hongkong
Dec. 25	Dec. 27	Dec. 29	Dec. 30

EMPERESS OF CANADA

CANADIAN PACIFIC EXPRESS
 TRAVELLERS CHEQUES
 PAYABLE THE WORLD OVER.
 THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C.752 Cables: "GAGANPAC."
 Freight and Express: Tel. C.42 Cables: "NAUTILUS."

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

Destination.	Steamer.	Sailings.
TSINGTAU Swatow & S'hai Waishang	Sun. 12th Dec at 7 a.m.	
KOBE via Amoy	Sun. 12th Dec at 7 a.m.	
STRAITS & Calcutta	Mon. 13th Dec at 3 p.m.	
CANTON	Tues. 14th Dec at 9 a.m.	
HONGKONG	Tues. 14th Dec at 9 a.m.	
TSINGTAU Swatow & S'hai Kwongsang	Wed. 15th Dec at 10 a.m.	
HAIPHONG via Hoihow	Thurs. 16th Dec at 9 a.m.	
OSAKA S'hai Moji & Kobe Kumsang	Satur. 18th Dec at 7 a.m.	
TSINGTAU Swatow & S'hai Hopsang	Sun. 19th Dec at 7 a.m.	
TIENSIN via Swatow & Cheongshing & Shanghai	Mon. 20th Dec at noon.	
OSAKA via Moji & Kobe	Fri. 24th Dec at 7 a.m.	
SANDAKAN	Fri. 24th Dec at 2 p.m.	
STRAITS & Calcutta	Tues. 28th Dec at 3 p.m.	
TIENSIN	Satur. 1st Jan at 7 a.m.	
SANDAKAN	Mon. 10th Jan at 2 p.m.	

For freight or passage apply to:—
JARDINE, MATHESON & CO., LTD.
 Telephone 215. Central General Managers

ADMIRAL ORIENTAL LINE

Short straight route
to AMERICA

**Sailings Every 12 Days
Special Through Rates to Europe.**

SEATTLE & VICTORIA

via
SHANGHAI-KOBE-YOKOHAMA

S.S. "PRESIDENT MCKINLEY" Dec. 18th, 5.00 p.m.
 S.S. "PRESIDENT JEFFERSON" Dec. 30th, 5.00 p.m.
 S.S. "PRESIDENT GRANT" Jan. 11th, 5.00 p.m.

FOR MANILA

S.S. "PRESIDENT JEFFERSON" Dec. 22nd, 5.00 p.m.
 S.S. "PRESIDENT GRANT" Jan. 3rd, 5.00 p.m.
 S.S. "PRESIDENT MADISON" Jan. 15th, 5.00 p.m.

EVERY 12 DAYS THEREAFTER

ADMIRAL ORIENTAL LINE
 Telephone Central 2477, 2478 and 765. No. 4 Des Voeux Road.
 Hongkong and Shanghai Bank Building, Ground Floor

ON "TIMETABLE" SCHEDULE

Dollar "President" liners are the first in history to maintain "timetable" schedules for worldwide ocean traffic, comparable to railway schedules ashore. This dependable service enables you to perfect definite travel plans, to count surely on making rail and steamship connections.

Dollar liners in trans-Pacific service offer two sailings each month, reaching San Francisco via Shanghai, Kobe, Yokohama and Honolulu. Dollar liners afford four sailings each month to Manila; thence to Singapore and beyond, round-the-world, on fortnightly schedule.

All outside-staterooms are big factors in Dollar Line popularity. Suites de luxe are such as you would expect on ships that maintain the famous Dollar Line cuisine. Decks and social halls are spacious. You will enjoy travel on these clean oil-burning liners.

TO EUROPE AND NEW YORK
 VIA MANILA-STRAITS-COLOMBO-SUEZ-PORT SAID
 —ALEXANDRIA-NAPLES-GENOA-MARSEILLES
 Thence to BOSTON and NEW YORK

Fortnightly Sailings

Pres. Polk	Dec. 21—8.00 a.m.
Pres. Adams	Jan. 4—8.00 a.m.
Pres. Garfield	Jan. 18—8.00 a.m.

TRANS-PACIFIC SERVICE
 TO SAN FRANCISCO & LOS ANGELES VIA HONOLULU,
 SHANGHAI, KOBE AND YOKOHAMA

Fortnightly Sailings

Pres. Wilson	Dec. 19—10.00 a.m.
Pres. Lincoln	Jan. 2—10.00 a.m.
Pres. Cleveland	Jan. 16—10.00 a.m.

TO MANILA

Pres. Polk	Dec. 21—8.00 a.m.
Pres. Lincoln	Dec. 24—8.00 p.m.
Pres. Adams	Jan. 4—8.00 a.m.

For passenger and freight rates, apply to

Dollar Steamship Line.

HONGKONG AND SHANGHAI BANK BUILDING, GROUND FLOOR.
 Telephone Central 2477, 2478 & 765.

JAVA-CHINA-JAPAN- LUN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikarung	Batavia	12th Dec.	16th Dec.	Shanghai
Tjikembang	Shanghai	13th Dec.	16th Dec.	Batavia
Tjikini	N. China	22nd Dec.	24th Dec.	M'kesar & Java
Tjikarung	Shanghai	27th Dec.	30th Dec.	Batavia

*Via Macassar
 *Via Batavia

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the
Java-China-Japan Lijn.

BANK LINE LTD.

AGENTS FOR

ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE

UNITED KINGDOM & CONTINENT ELLERMAN LINE

S.S. "CITY OF TOKIO" ... For M's'les, L'don, H'burg & Havre ... 18th December.
 S.S. "CITY OF GLASGOW" ... For M's'les, L'don, H'burg & Havre ... 18th January.

Passenger Service.
 S.S. "CITY OF LAHORE" ... London, Havre, Rotterdam & H'burg ... 9th February.
 Fares to LONDON: 1st Class £72, 2nd Class £49 10s.
 S.S. "CITY OF CALCUTTA" ... Marseilles, London, Havre & H'burg ... 24th March.
 Fares: 1st Class to MARSEILLES £73; to LONDON £80.
 2nd Class to MARSEILLES £51; to LONDON £55.

AUSTRALIA AUSTRAL-EAST INDIES LINE
 Sailings from SINGAPORE on 6th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa.
 Through Freight and Passenger bookings from Hongkong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE AMERICAN AND MANCHURIAN LINE
 S.S. "COLORADO" ... Via Suez Canal ... 31st December.

ALSO AGENTS FOR

ANDREW WEIR & CO.

SERVICES TO

BOSTON & NEW YORK AMERICAN & ORIENTAL LINE
 M.V. "WEIRBANK" ... via Suez Canal ... 30th January.

MAURITIUS & SOUTH AFRICA ORIENTAL AFRICAN LINE
 Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.
 Through Bills of Lading issued to Beira, Quilimane, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Mombassa, Kilindini, Port Nolloth, Luderitz Bay, Walvis Bay and Madagascar.

For freight or passage on any of the above lines apply to:—
 Telephone.....Central 4791. **THE BANK LINE, LTD.**

THE FAIRCO DOCKYARD & ENGINEERING COMPANY OF HONGKONG, LIMITED.

**SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.**

—DRY DOCK—
 LENGTH 787 FEET.
 LENGTH ON BLOCKS 750 FEET
 DEPTH ON CENTRE OF
 SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—
 CAPABLE OF HANDLING SHIPS UP
 TO 3000 TONS DISPLACEMENT.
 ELECTRIC CRANE AT SEA WALL, CAPABLE OF
 LIFTING 100 TONS AT 70 FEET RADIUS.

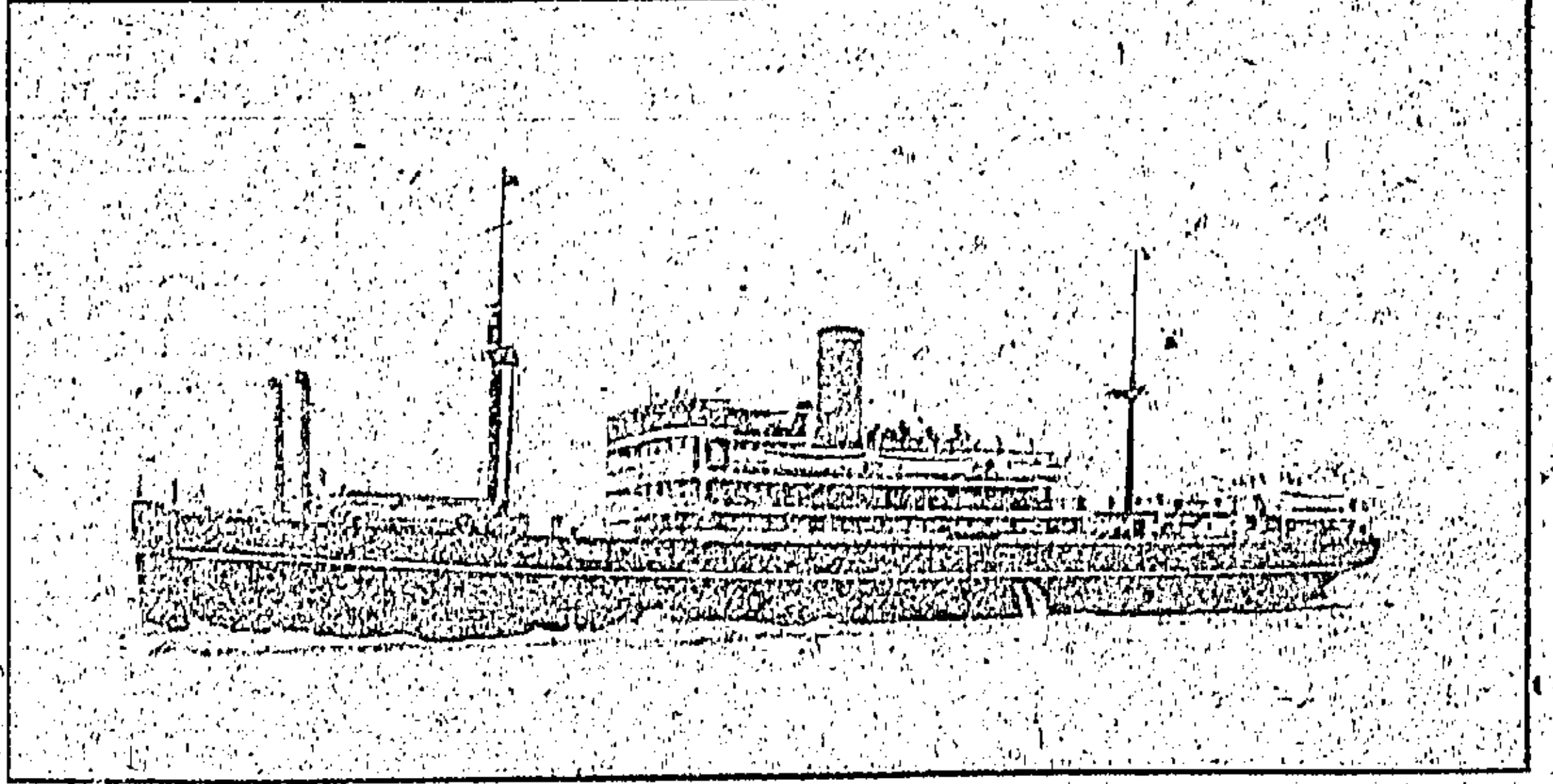
BUTTERFIELD & SWIRE, Agents
 HONGKONG, CHINA & JAPAN.

TEL. ADDRESS: "FAIRDOCK" HONGKONG.
 TELEPHONE NO. 232
 CALL FLAG: "G" OVER "A.S. PERHANT"

THE HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS "MANIFESTO", HONGKONG;
 Code Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;
 Western Union and Watkins, Benson's Marconi.

Dock owners, Ship Builders, Marine and Land Engineers, Boilers Makers, Iron and Brass Founders, Forge Masters, Electricians.



S. S. "CHANGTE"

Passenger and Cargo Vessel, Built and Engineered at the KOWLOON DOCK by THE HONGKONG & WHAMPOA DOCK Co., Ltd. to the order of the AUSTRALIAN-ORIENTAL LINE, Ltd. Australian-Hongkong Service.

Please address enquiries to the Chief Manager:—
R. M. DYER, B. SC., M.I.N.A., Kowloon Dock, Hongkong.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

Taking Cargo on through Bills of Lading for Straits, Java and Burma, Ceylon India, Persian Gulf, Mauritius, S. Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Constantinople, Greece, Levantine Ports, Europe, Etc.

PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

	Tons	From Hongkong (about)	Destination
NELLORE	6,852	23rd Dec.	S'pore Penang & Kobe
KHIVA	8,135	25 Dec. noon	M's L'don A'werp & Hull
MIRZAPUR	6,718	25th Dec.	M's L'don H'burg & Rotterdam
NYANZA	7,023	8th Jan.	S'pore P'ang C'ho & B'bay
MALWA	10,941	8th Jan.	Marseilles & London
KALYAN	9,144	22nd Jan.	M's L'don A'werp & Hull
DEVANHA	8,155	23rd Jan.	S'pore, P'ang C'ho & B'bay
MOREA	10,918	5th Feb.	Marseilles & London
DELTA	8,097	18th Feb.	S'pore P'ang C'ho & B'bay
KASHMIR	9,005	19th Feb.	Marseilles London A'werp & Hull

Frequent connections from Port Said for Passengers & Cargo to Constantinople, Pyrene, Smyrna and other Levant Ports by Steamers of the Khedivial Mail S. S. Co.

BRITISH INDIA-APCAR SAILINGS

TALMA	10,000	16th Dec.	S'pore, Penang & Calcutta
SHIRALA	7,841	26th Dec.	S'pore, Penang & Calcutta
TAKLIWA	7,936	2nd Jan.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

ST. ALBANS	4,500	31st Dec.	(Manila, Sandakan, Thurs.)
*ARAFURA	6,000	28th Jan.	Island, Townsville, B'bane
TANDA	6,956	4th March	Sydney and Melbourne.

*Calls at Kolambungan

Regular Monthly Sailings from Hongkong to Japan and Hongkong to Australia

The E. & A. S. S. Co., Ltd. steamers will also call at Shanghai, H'lo, Cebu, Kolumbugan, Tawao, Timor, Darwin, or other ports en route on independent offers.

Frequent connections from Australia with the following:—
The Union S.S. Co's Steamers to the United Kingdom via New Zealand, Vancouver, San Francisco, etc.

The P. & O. Royal Mail Steamers to London via Suez Canal.
The P. & O. Branch Service of Steamers to London via the Cape.
The New Zealand Shipping Co's Steamers to Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN

KASHMIR	8,985	13 Dec. 4 p.m.	Shanghai, Moji & Kobe
TAKLIWA	7,936	15 Dec. 6 a.m.	Amoy, Kobe & Osaka
KADADA	6,949	22nd Dec.	Kobe
KELLYAN	9,114	24th Dec.	Shanghai, Moji, & Kobe

All dates are approximate and subject to alteration without notice.
WIRELESS ON ALL STEAMERS.

Parcels Measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Co's Office up to noon on the day previous to sailing.
For Passage Rates, Handbooks, Freight, etc., apply to
MACKINNON, MACKENZIE & Co.,
P. & O. Bldg., Connaught Rd., G. Agents.

AUSTRALIAN-ORIENTAL LINE, LTD.

"Changte" & "Taiping"

THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS, VIA MANILA, AND THURSDAY ISLAND.

Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.

EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	DUE HONGKONG ON OR ABOUT	SAILS HENCE ON OR ABOUT
CHANGTE		17th December
TAIPING	8th January	14th January
CHANGTE	8th February	15th February
TAIPING	11th March	18th March

For Freight & Passage, apply to—BUTTERFIELD & SWIRE, Tel. C. 36. Agents.

THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS.

LOADING DIRECT FOR

Algiers, Oran, Valencia, Amsterdam, Hamburg and Scandinavian ports.

Loading about

M.V. "AGRA"	5th Jan.
M.V. "FORMOSA"	20th Jan.

For Shanghai & Japan ports.

For further particulars apply to the Agents:
GILMAN & CO., LTD. G. E. HUYGEN,
Hongkong. Canton

HOLLAND EAST ASIA LINE OF THE

United Netherlands Navigation Company

Regular four-weekly service between Japan, Vladivostok, China, Hongkong, Manila, Singapore

AND
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and North Continental Ports.

Sailings for Genoa, R'dam, A'dam, Hamburg & Bremen.

S.S. OLDEKERK	25th December.
---------------	----------------

Arrivals From Europe.

S.S. GEMMA	14th December.
S.S. ZOSMA	11th January 1927.
S.S. OOSTERK	8th February 1927.

All steamers have a limited accommodation for passengers.
For Freight, Passage and further particulars please apply to

JAVA-CHINA-JAPAN LINE.

Tel. Central No. 1574

Agents, York Building

N.Y.K. LINE

SAILINGS SUBJECT TO ALTERATION.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu

TAIYO MARU ... Tuesday, 11th Jan. at noon.

TENYO MARU ... Monday, 24th Jan. at noon.

*KOREA MARU ... Sunday, 6th Feb.

*Calle Los Angeles

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles Mexico & Panama

BOKUYO MARU ... Thursday, 16th Dec. at noon.

RAKUYO MARU ... Wednesday, 12th Jan. at noon.

MARSEILLES, LONDON ANTWERP & ROTTERDAM via Ports.

KASHIMA MARU ... Saturday, 18th Dec. at 11 a.m.

HAKONE MARU ... Saturday, 1st Jan.

SUWA MARU ... Saturday, 15th Jan.

SYDNEY & MELBOURNE via Manila & Ports.

TANGO MARU ... Wednesday, 22nd Dec. at 11 a.m.

AKI MARU ... Wednesday, 19th Jan. at 11 a.m.

NEW YORK and/or BOSTON via PANAMA.

TAKAOKA MARU ... Tuesday, 28th Dec.

ASUKA MARU ... Wednesday, 12th Jan.

BUENOS AIRES via Singapore, Durban & Cape Town.

KAWACHI MARU ... Friday, 31st Dec.

BOMBAY via Singapore & Colombo.

SADO MARU ... Monday, 13th Dec.

KAMAGATA MARU ... Saturday, 18th Dec.

CALCUTTA via Singapore, Penang & Rangoon.

CEYLON MARU ... Thursday, 30th Dec.

NAGASAKI, KOBE & YOKOHAMA.

AKI MARU ... Saturday, 18th Dec.

SHANGHAI, KOBE & YOKOHAMA.

RANGOON MARU (Moji direct) Tuesday, 14th Dec.

FUSHIMI MARU ... Tuesday, 14th Dec.

MORIOKA MARU (Moji direct) Wednesday, 22nd Dec.

HAKOZAKI MARU ... Monday, 27th Dec.

For further information apply to:— NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, (private exchanges to all Deps.)

HONGKONG, CANTON & MACAO STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

CANTON LINE.

Sailings from Hongkong: Daily, at 8 a.m. f. Sunday

Sailings from Canton: Daily, at 8 a.m. (No Sailings)

ADDITIONAL SAILINGS.

Steamer will leave for Canton on

Saturday 11th Dec.	
Monday 13th Dec.	
Tuesday 14th Dec.	at 2 a.m. and from Canton at 3 p.m. same day.
Thursday 16th Dec.	
Saturday 18th Dec.	

MACAO LINE.

FROM HONGKONG: 8 A.M. and 2 P.M. daily. (Sunday: 9 A.M. and 2 P.M.)
FROM MACAO: 8 A.M. and 2 P.M. daily. (Sunday: 10 A.M. and 4 P.M.)

SUNDAY EXCURSION.

On Sunday 12th Instant s.s. "KINSHAN" will depart from Company's Wing Lok Street Wharf at 9 A.M. and from Macao at 4 P.M.

Above sailings are subjected to weather conditions, and intending passengers are requested to communicate with the office, whenever any of the typhoon signals are hoisted.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "BOWES CASTLE" on or about middle of Dec.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, ADRIATIC LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI

VENICE OR TRIESTE

"A" Class	"B" Class
£72. 10. 0d.	£66. 0. 0d.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

M.V. "ROMOLO" Sails on or about 6th Jan. 1927.

S.S. "FIUME-L" Sails on or about 5th Feb. 1927.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "VENEZIA" Sails on or about 7th Jan. 1927.

M.V. "ROMOLO" Sails on or about 4th Feb. 1927.

M.V. "FIUME-L" Sails on or about 4th Mar. 1927.

NATAL LINE OF STEAMERS.

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" Sails from Calcutta End of Dec.

S.S. "UMSINGA" Sails from Calcutta 31st Jan. 1927.

Regular Passenger and Cargo Service to South African Ports.
Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:—
DODWELL & CO., LTD.
Telephone Central 1030. Agents.

M. M. MESSAGERIES MARITIMES

SERVICES CONTRACTUELS.

Mail Steamers	Next Sailings from Marseilles	Prob. arr. at Hongkong and sailing for Shanghai & Japan	Prob. Sailing from Hongkong for Marseilles
---------------	-------------------------------	---	--

G. METZINGER

AMAZONE 21st Dec. 4th Jan. 1927.

ANGERS 22nd Dec. 18th Jan. 1927.

D'ARTAGNAN 5th Jan. 1927. 1st Feb. 1927.

SPHINX 31st Dec. 19th Jan. 1927. 15th Feb. 1927.

RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctors' attendance)

A Class 1st Class £99.0.0 B Class 1st Class £85.0.0

Steamers 2nd Class £70.0.0 Steamers 2nd Class £61.0.0

Through Tickets to London and Landing Towns of Europe

Accommodation reserved in the trains at Marseilles.

LIGNES COMMERCIALES (CARGO-BOATS)

S.S. "Dr. P. BENOIT" from Dunkirk, L'don, Havre is due to arrive about 22nd December.

For full particulars apply to

MESSAGERIES MARITIMES Co.

Phone: Central 740 3, Queen's Building.

GLEN AND SHIRE.

JOINT SERVICE OF STEAMERS.

U.S. STRAITS CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
PEMBROKESHIRE	26th Dec.	GLENTARA	29th December
GLENIFFER	6th January.	L'don, R'dam & H'burg via Oran.	
GLENNOLE	20th January.	GLENSHIEL	26th January.
GLENAMOY	6th February.	L'don, R'dam & H'burg via Oran.	
		GLENIFFER	23rd February
		L'don, R'dam & H'burg via Oran.	

Movements are subject to change without notice.

For freight or further particulars please apply to:—

Jardine, Matheson & Co., Ltd.

Agents The Glen Line, Ltd.

Telephone: Central No. 215, sub-ex. 23 and 3996.

BOSTON, NEW YORK & BALTIMORE.

Joint Service of the

"BLUE FUNNEL LINE"

(Ocean S.S. Co., Ltd., & China Mutual S.N. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. "YANGTSE" via Suez Canal 17th Dec.

S.S. "COLORADO" via Suez Canal 31st Dec.

Steamers proceed via Suez Canal or Panama Canal at

Owners option Subject to change without notice.

For Freight and particulars apply to:—

BUTTERFIELD & SWIRE & THE BANK LINE, LD. HONGKONG.

HONGKONG & CANTON JARDINE MATHESON & Co. Ltd., CANTON.

THE AUSTRAL-CHINA NAVIGATION CO., LTD.

For SYDNEY, MELBOURNE & ADELAIDE

via Manila, H'lo, Sandakan, Balikpapan & Rahaul.

S.S. "CALULU"

For Freight and Particulars Apply to:—

DODWELL & CO., LTD.

Agents.

Tel. No. Central 1080.

ELECTRO-PLATING.

OVER TWENTY YEARS EXPERIENCE in the Electro-deposition of Metals in Hongkong, places us in a position to offer reliable and efficient service for the plating of articles in Gold, Silver, Nickel and Copper.

Artistic finishes in Bronze, Antique Copper, and Oxidized Silver.

Polished and Lacquered Brassware.

William C. Jack & Co., Ltd.

Electrical Engineers.

Tel. Central 358, Hongkong.

TRAVEL

Steamship Tickets to all parts of the World.
Railway Ticket issued in Chinese, Japanese, Indian, European, American, Canadian and other Lines.

Through Tickets to Europe via United States and Canada.
ALL TICKETS SOLD AT TARIFF RATES.

Independent and Conducted Tours arranged to all parts of the World.

Baggage and Accident Insurance.

Carry American Express Travellers Cheques.

For complete information apply—

THE AMERICAN EXPRESS CO., LTD.

44, Des Voeux Road, Central.

Phone C4625.

CONSIGNEE NOTICES.

SERVICES CONTRACTUELS DES MESSAGERIES MARITIMES.

The Steamship

"AMAZON"

Consignees of Cargo from

Marseilles & also from La Pallice

Cognac, London & ex s.s. "Yang-tse."

In connection with above Steamer

are hereby informed that their goods

with the exception of Opium, Treasure

and Valuables are being landed and

stored at their risk into the Godowns

of the Hongkong Kowloon Wharf and

Godown Co., Kowloon whence de-

livery may be obtained immediately

after landing.

Optional Cargo will be forwarded

on unless instructions are received

from the Consignee 18 hours before

arrival requesting it to be landed

here.

Bills of Lading will be countersigned

by the Undersigned, Goods remain-

ing unclaimed after Monday the 13th

instant at Noon will be subject to

rent and landing charges.

All claims must be sent in to me

on or before the Thursday the 16th

December 1926, or they will not be

recognized.

Damaged packages must be left in

the Godowns for examination by the

Consignees and the Company's Sur-

veyors Messrs.—Goddard and Douglas

at 10.00 a.m. on Monday the 13th

inst.

No Claims will be admitted after the

goods have left the Godowns.

HOTELS.

THE HONGKONG
HONGKONG HOTEL, REPULSE BAY HOTEL, PEAK HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."

AND SHANGHAI

ASTOR HOUSE HOTEL, PALACE HOTEL,
MAJESTIC HOTEL.
Telegraphic Address: "CENTRAL, SHANGHAI"
HOTELS.
LIMITED.

In association with the Grand Hotel
Des Wagons Lits, Peking.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIGHTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
HOTEL LAUNCH MEETS ALL STEAMERS
Telephone Central 373. Telegraphic Address "VICTORIA"

KOWLOON HOTEL

Premier Hotel in Kowloon

RATES:- Daily \$5.00 Upwards
Monthly \$120.00 do

MODERN TOILET SYSTEM

Elevator and Telephones to each floor.
SALOON BAR & BUFFET.

Manager's personal attention.

Tels:- K. 608 & K. 609. Wm. Harold Perry, Manager.
Tel. Address "KOWLOTEL" Hongkong

Tel. Address: GLENEALY HOTEL. Telephone C. 980.
"Glenealy" Hongkong. 8 & 4, Glenealy (Near Dairy Farm).
A first class Residential and Tourist Hotel. Splendidly situated with
easy walking distance of all business centres. Large airy rooms. Hot
and Cold water. Excellent Cuisine under the personal supervision of the
Proprietress. Monthly and family rates at moderate terms.
For further particulars apply to: MRS. FREDERICKS,
Proprietress.

PALACE HOTEL.

Tel. Kowloon No. 3. Tel. Address "PALACE."
Three minutes from Kowloon Wharf, Ferry and Railway Station.
Entirely under English Management. Electric Light and Fans through-
out. Every Room with Private Bath. Lounge, Bar and Billiard-Rooms.
Unrivalled Cuisine under the personal supervision of the proprietress.
Terms moderate. Special terms to families on application to:
Mrs. J. H. OXBERRY, Proprietress.

EUROPE

Cables:-
"EUROPE"
Singapore.

HOTEL

SINGAPORE.

After-dinner
dancing every
Tuesday, Thursday
and Saturday.

Grill

THE EUROPE HOTEL, LTD.

Arthur E. Odell, Managing-Director.

DO

JUSTICE

Both To Your Pocket and Appetite

Our Meals Are Excellently Prepared
and

Our Charges Are Exceptionally Low

Enjoyable Music Rendered at Meal Hours

Tea and Dinner Dansants Daily

DANCING FREE

AT THE

CAFE REASTAURANT PARISIEN

Printed and Published for the Proprietor by FREDERICK
PERCY FRANKLIN, at 1 and 3, Wyndham Street, in the City of
Victoria, Hongkong.

WIRELESS WONDERS.

GREAT POSSIBILITIES AHEAD.

Rugby, Dec. 10.
Senator Marconi believes that during the next quarter of a century the developments in the means of obtaining directional wireless transmission and reception will probably be as great as the advances made in other directions since trans-Atlantic wireless communication was established twenty-five years ago.

In an interview to-day, he emphasised the advantageous position of modern investigators compared with that of pioneers who were without valves, amplifiers, super-sensitive heterodyne sets, directional transmitters and receivers and the means of making continuous waves. Apart from ordinary transmission and reception of wireless messages, there was a possibility that the transmission of power over moderate distances might be developed in the near future and that television would become an actuality.—*British Wireless.*

CORRESPONDENCE.

HOSPITAL CHARGES.

[To the Editor of the Hongkong Telegraph.]

Sir,—I make no apology for asking you to reopen the discussion on the Government's decision to increase local hospital charges in order to meet the objections of private practitioners, because I feel that the matter should, and must be, discussed further.

The man-in-the-street in Hongkong is too spineless, and accepts with surprising resignation whatever conditions of life the Government may see fit to impose upon him. Surely it is time that an organised protest were made, if not to the local Authorities, certainly to the Home Government.

I know that my case is representative of many others in this Colony, but as I am not a Government servant, being merely an ordinary member of the British community, I am supposed to neither hold an opinion nor protest against the glaring examples of official indifference and callousness which are meted out to my class.

My salary is \$500 per mensem, and the following is a true account of my expenditure during 1925:

Medical expenses.....	\$ 600.00
House Rent	1,800.00
Provisions	2,400.00
Servants	684.00

Total

\$5,484.00
It will thus be seen that I was left with the lorry sum of \$516 with which to pay for other items for my wife, myself and two children! Needless to say, I am in debt, although, fortunately, not to a serious extent. What I do say, is that it is a crying shame that the Government should agree to fall into line with the suggestion from private doctors that the hospital rates should be increased in order to justify those doctors in maintaining an extortionate scale of fees.

True, the Medical Officer in charge has been authorised to modify charges according to a patient's means, but I very much object to the idea of pleading my poverty. As a matter of fact, people do not necessarily have to enter a hospital whenever they happen to be ailing, but in cases of necessity, they are to be bled white, not only from the physical aspect which cannot be helped, but also from the financial aspect, from a heartless and thoughtless Government, which is both unfair and unwarranted.

Even the old rate of \$8 per day was scandalous. Fancy paying nearly a pound sterling per diem in our hospitals at Home! If the Government is so poverty-stricken that it cannot finance local hospitals, why not ask organisers of functions in aid of London hospitals to devote the proceeds of such functions to our hospitals in Hongkong?

I feel very strongly on this matter, and think that unless the Government reconsiders its decision, which came at a moment when business is at the lowest ebb, and wages affected accordingly, representation should be made to the Home Authorities. I for one shall certainly submit a protest, both to the Home Press and to other quarters.

Apologising for taking up so much of your space, but at the same time assuring you that you have never devoted space to a more vital question—Yours, etc.
SPECULOUS.

P.E.—What are the Residents' Associations doing about it?

OPERA PIRATES.

PHILHARMONIC'S BIG SUCCESS.

LAST NIGHT'S TRIUMPH.

Truthfully, it can be said that the Hongkong Philharmonic Society has scored no greater success than it did last night when it presented Gilbert and Sullivan's favourite opera "The Pirates of Penzance." That was the unqualified verdict of all present.

Abounding with delightful story and song, the opera is one of the happiest of all the famous works of the two great collaborators, and the present Hongkong production is most excellently staged, dressed and produced. Good principals, a real triumph of a chorus and a "live" supporting orchestra go to make up a production on which all, and especially Mr. R. R. Davies (the Director), can be heartily congratulated. It is not often given to amateurs to combine in all departments so well as do those taking part in the production under notice, and we gladly pay special tribute to a special achievement.

Surely Gilbert was never in wittier nor more brilliantly satirical mood than when he wrote "The Pirates," and, Sullivan, that master of melody, rose to great heights in his score. So much of the music of the opera has become familiar that, hearing it again, one is impressed by the fact of knowing so much. The orchestra, under Mr. W. R. Fleming, is of a much higher standard than attained formerly, and all the beauties of the music can be enjoyed unmarred.

THE PRINCIPALS.

The arduous role of Frederic, who was mistakenly apprenticed by his nursemaid as a pirate instead of a pilot, is carried with great credit by Mr. D. M. Richards, whose acting has the merit of being natural and who can handle the difficult tenor solos with fair ability. There is much high register work which proves difficult, but Mr. Richards comes through unperturbed.

Mrs. A. M. Bowes-Smith, who has previous successes to live up to, is really splendid as Mabel, proving fully adequate to sustain in charming voice the many exacting solos. Sullivan did not sacrifice beauty of song to vocal indifference, and Mrs. Bowes-Smith is one of the few local soloists who could have taken the part so splendidly. She will have much commendation during the season.

Mrs. G. Watt, as Ruth, the Pirate-Maid-of-all-Work, is also very good indeed, and Miss D. Punccheon, Mrs. W. R. Fleming and Miss V. M. Jefford, who complete the lady soloists, ably support.

As Sergeant of Police, Engr-Lieut. A. S. Bedells, is, perhaps, the outstanding success of the production, though in saying so much one runs the risk of being invidious. He is, at any rate, most excellent in manner, voice and general "presence." He leads a well-voiced posse, who provide a great treat with their rollicking chorus. Scarcely less worthy is the work of Mr. A. J. Brock, as the Major-General, and Mr. R. M. Keown, as the Pirate King. Both are really good and do much to make the production the success it is. Mr. R. S. W. Paterson makes a good lieutenant.

SPLENDID CHORUS.

It is in the chorus work where the production so obviously excels, and the many daughters of General Stanley, the pirates and the police are all to be congratulated. The ensembles are well-done and there is a delightful lack of self-consciousness.

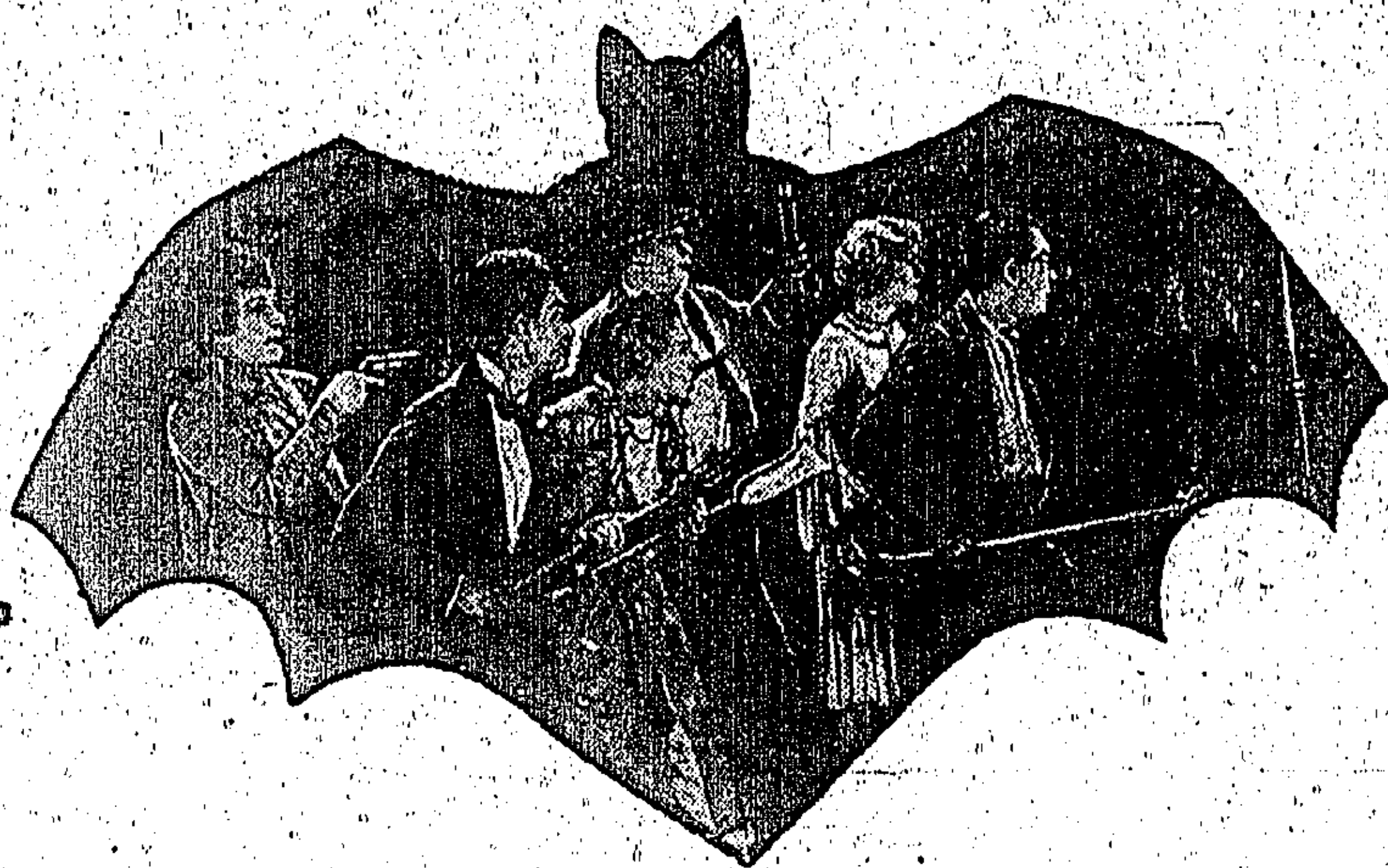
The chorus consists of Mesdames Alabaster, Carr, Clark, Cornaby, Farrar, Greenway, Hayward, Hooper, Horder, Hollidge, Hurst, Millard, Magill, Marcel, Strange, Wallace, Misses Aris, Cole, Dunn, McClay, Razavet, Shaw, Spanton, Stuart, and Stubbings and Messrs. Allmann-Ward, Baldwin, Barnet, Bennett, Best, Brown, Hargreaves, Brown, Bray, Harmon, Halward, Harvey, Hoare, Jefford, Jeffreys, Pethick, Provan, Ryecroft, Rushton, Spencelayh, Sutherland, Taylor, R. D. Thomas, E. C. Thomas, Thomson and Westlake.

The scenery, designed by Mr. R. S. W. Paterson, and painted by Mr. Chan Shu-fung, and the stage lighting effects by Messrs. Colos and Derrick are excellent. The same can also be said of the men's costumes by Barkinslaw (Liverpool), Ah Men and Hing Cheong, and the ladies dresses by Ah Hung and the Pioneer Silk Store.

Mr. Davies, the Stage Manager and Producer, has able assistance from Mrs. H. Harrison, Mrs. J. H. Shaw, Mr. G. W. Avenell and Mr. F. P. Lenfesty, and others.

The opera is being given again this evening and also on Monday.

TO-DAY at 2.30, 5.10, 7.15 & 9.20 p.m.
FINAL PERFORMANCES OF
THE



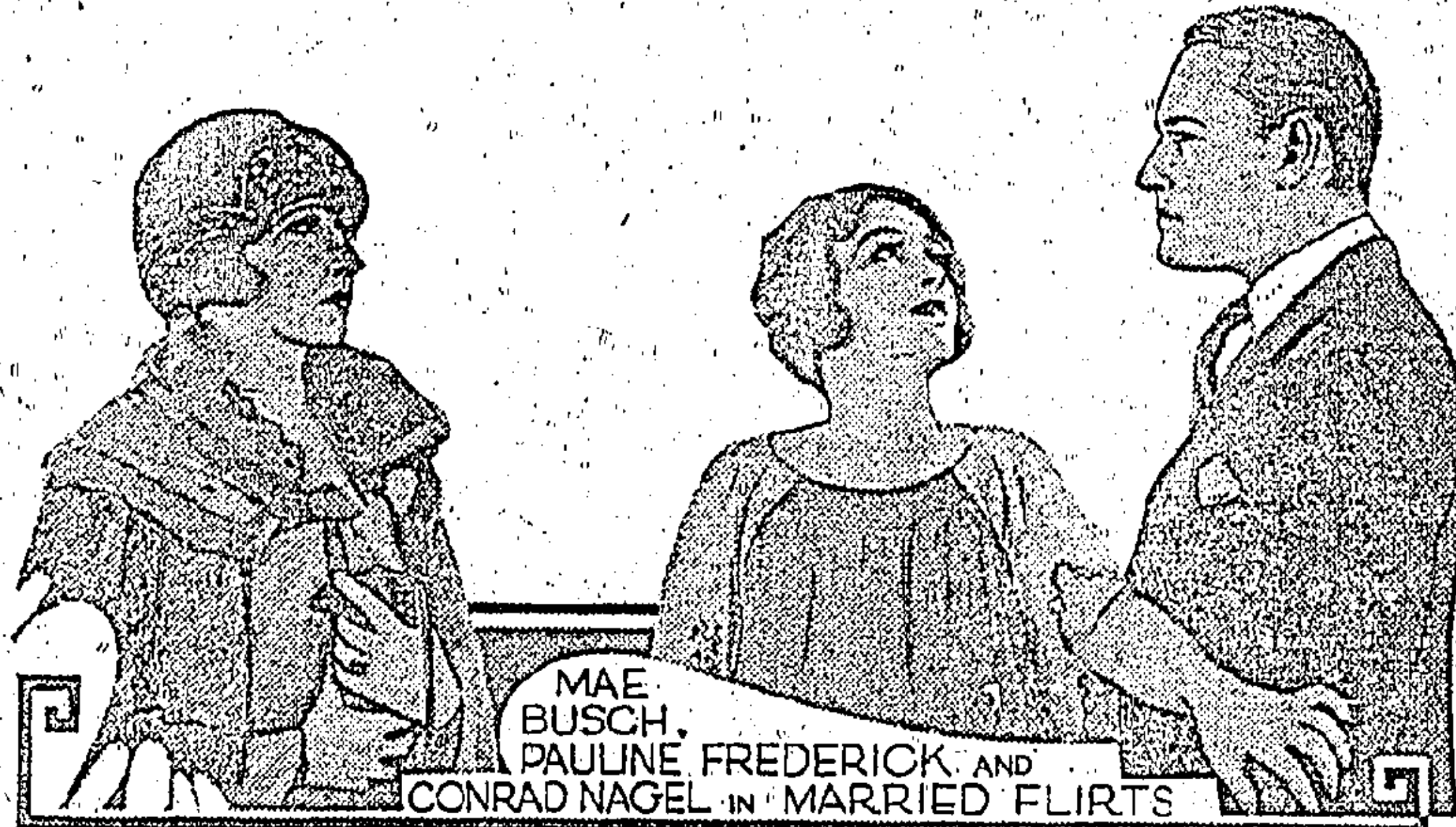
QUEEN'S

TO-DAY ONLY at 5.15 & 9.15 p.m.

CONRAD
NAGEL

MAE
BUSCH
in

PAULINE
FREDERICK



MARRIED FLIRTS

WORLD

S
T
A
R

THE DARK SWAN

CHAUFFEUR'S DODGE.

PIRATE NUMBER ON PUBLIC CAR.

Public vehicles are not allowed to ply for hire in the early hours of the morning, and to avoid this regulation a Chinese hit on the ingenious idea of removing his public vehicle number plates and substituting private car plates which had been taken from a car which was sold to a man in Canton. He was charged before Mr. R. E. Lindsell, at the Central Magistracy this morning, with using a public car for hire during prohibited hours, using private number plates on a public car, and with attempting to bribe an Indian constable.

A policeman saw the defendant taking up passengers at 3.30 this morning in front of a restaurant at the bottom of Hill Road, and noticing the plates indicated a private car, he arrested the man and took him to the Police Station, where the proper number plates were found in one of the pockets of the door of the car.

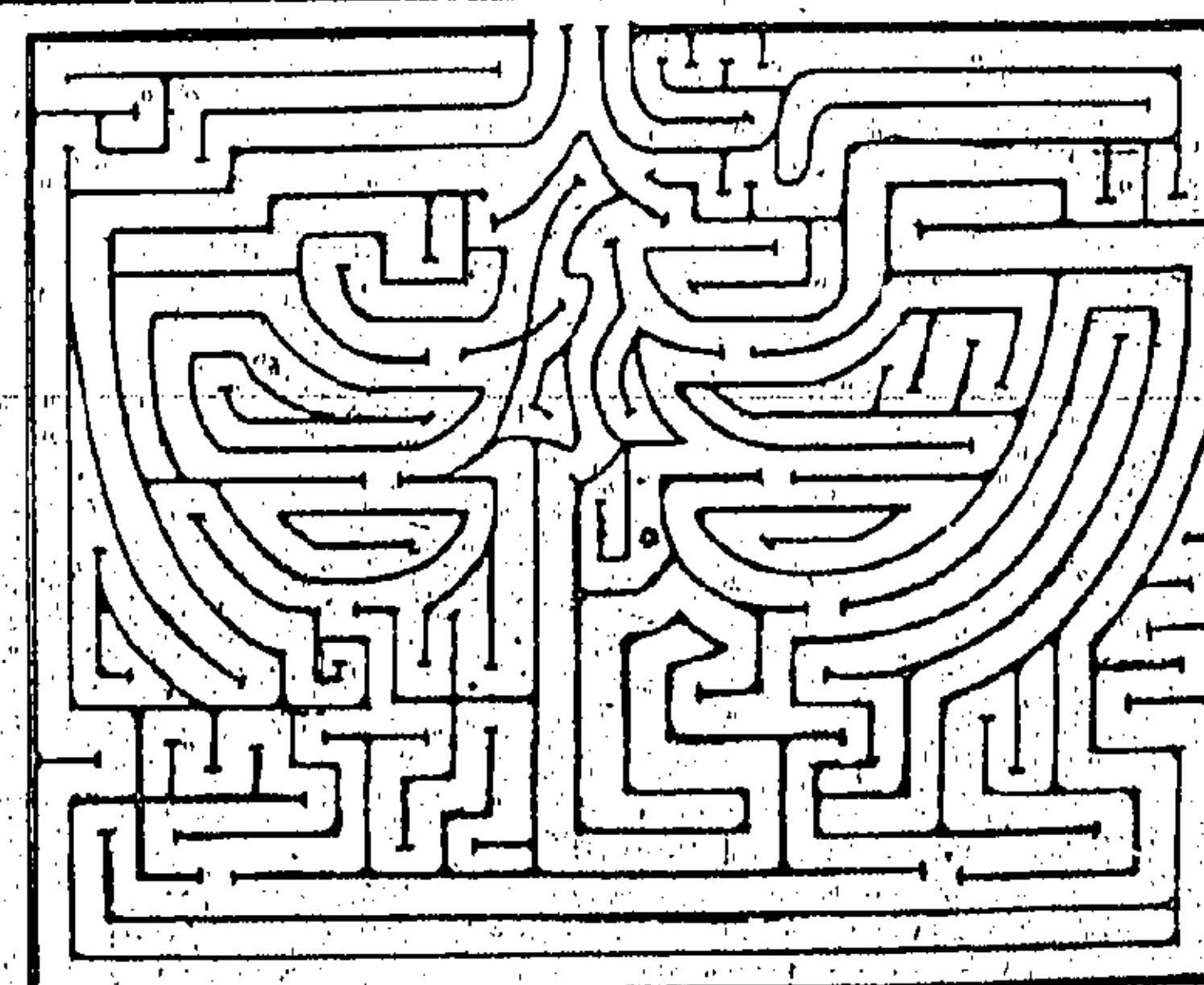
A constable also alleged that the defendant offered him three one dollar notes as a bribe.

For the first two offences, the defendant was fined \$25, or fourteen days, and \$50 or six weeks on the third, all the sentences to run consecutively if the fines were not paid.

Friday and Saturday evenings next, and on Wednesday afternoon. There should be large audiences.

THE MYSTIC MAZE

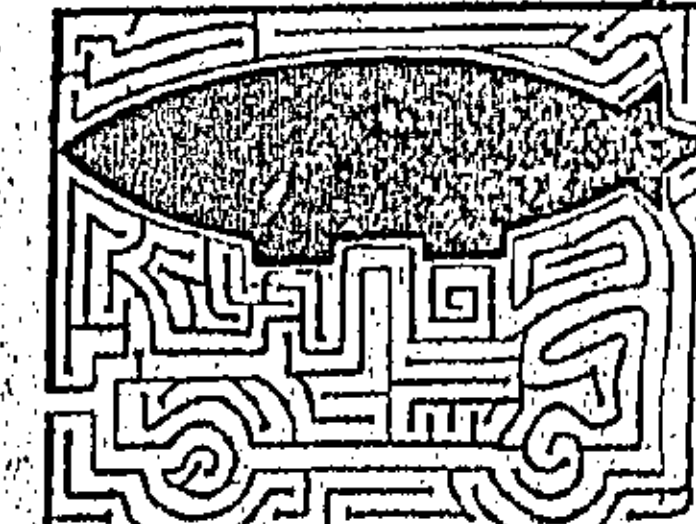
By WALTER B. GIBSON



A picture from an Oriental country is concealed in today's mystic maze. It is there before your eyes, but it is hard to find until you solve the puzzle; then the picture will develop in full.

To find the picture take a pencil and start at one of the entrances to the maze. Trace your way through the maze until you find the proper course—the only course that will bring you back to the starting point without crossing a barrier.

When you have finished the picture will be there in outline. Fill in the outline and the hidden picture will stand out clearly.



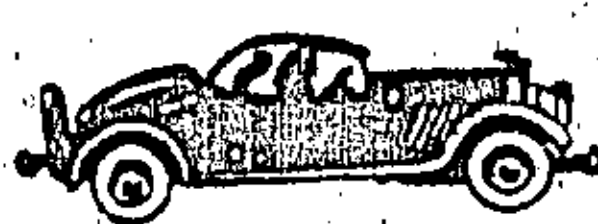
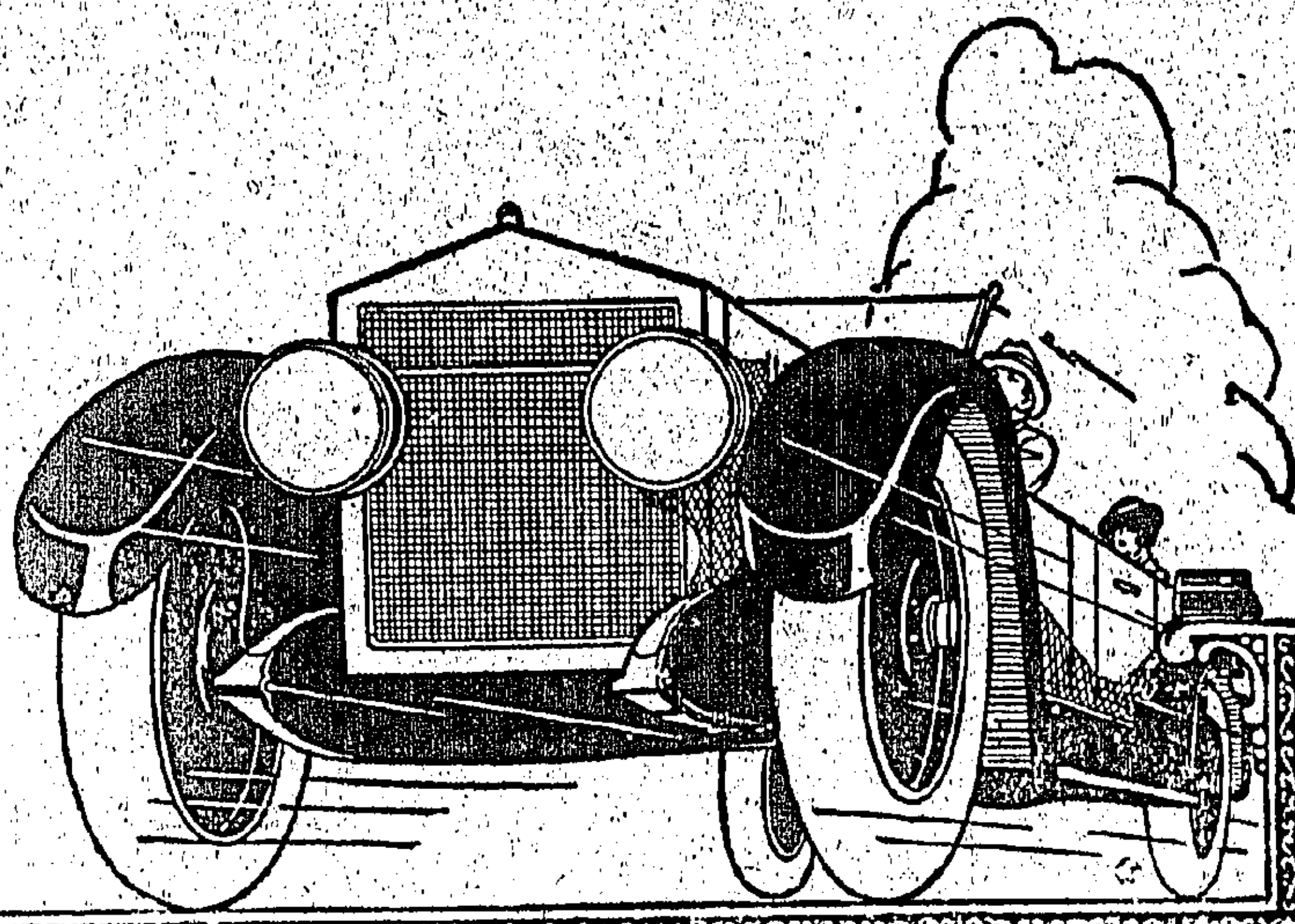
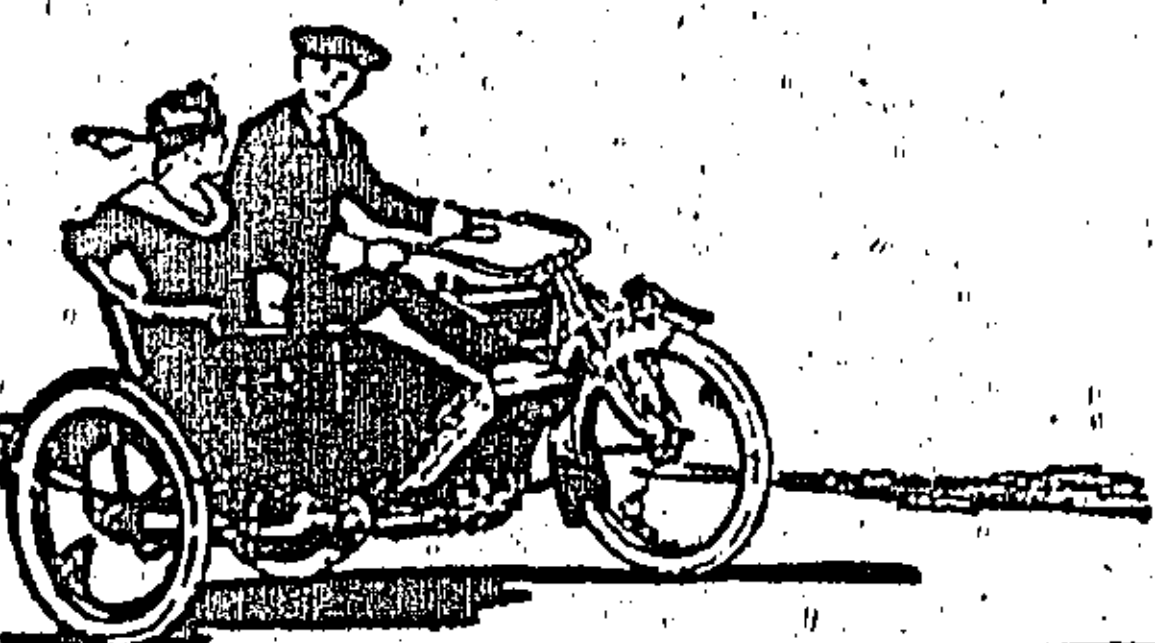
Last Saturday's picture—The Digable.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 11th. DECEMBER, 1926.

(Being the Official Organ of the Hongkong Automobile Association.)



CURRENT COMMENT

H. K. A. A. Patron.

His Excellency the Governor has kindly consented to become Patron of the Hongkong Automobile Association, and members will appreciate Sir Cecil Clement's interest in their welfare. The growing value of the Association is evidenced in the many ways in which motorists are assisted, and the reciprocal advantages which may be enjoyed through working in conjunction with the Associations in London, Australia, New Zealand, South Africa, Rhodesia, etc. are extremely valuable to Hongkong motorists when touring such countries.

Taipei Bridge.

The Hon. Secretary of the H. K. A. A. has been informed by the Government that arrangements are being made for the opening of the bridge at Taipei every night until 1 a.m. as from January 1st, 1927. This is in response to recent complaints from motorists who desire to encircle the New Territories after dinner. This consideration will be much appreciated. The morning hour of opening will remain as before.

Praya Obstructions.

The Chinese latrines situated in the centre of the road along the Praya westward from the Post Office, are a distinct source of danger, and we are informed that only this week two serious accidents were narrowly averted. We have previously stressed the urgent necessity of altering the position of the entrances to these structures, and we again refer to the matter in the hope that early steps will be taken to minimise the danger which exists. As we previously pointed out, these conveniences were erected when fast-moving traffic did not exist in Hongkong, but with the change in means of transport, it is essential that our roads be freed of all such obstructions. It has to be borne in mind that the Praya carries a heavy motor traffic, and it is noticed that drivers do not drive too cautiously along that route—a matter which, although beside the present point, might be enquired into by the Traffic Department. We do not suggest that speed limits should be too rigorously enforced, rather would we see certain of our thoroughfares cleared of obsolete erections which not only hinder traffic, but cause a serious danger.

Slippery Roads.

Complaints have been received regarding the slippery state of some of our roads, the cause generally being attributed to the practice of road watering. It is, of course, necessary that the dust be effectively controlled, and the watering-cart appears to be the only remedy. Possibly the hours might be changed, and the early morning substituted for the present midday treatment. From the health point of view, it is probably better that the road surface should be frequently watered, because rising dust, especially in this part of the world, carries a multitude of infectious germs.

Dripping Oil.

Without doubt, one of the contributory causes of slipperiness is the constant dripping of oil from motor vehicles. This is clearly demonstrated in Kowloon,

and the taxi-stand opposite the General Post Office was at one time dangerously coated with a greasy substance resulting from oil leaking from taxi-cabs and other vehicles using the stand. That source of trouble has been effectively dealt with by the Authorities insisting that public vehicles carry a tray which catches such waste matter. It must be remembered however, that the driver knows when the road surface is dangerous, and it is up to him to drive cautiously in consequence.

Deserving Mention.

Remembering that in the past we have not infrequently criticised the unsatisfactory condition of the taxi-cabs which ply for hire in the Colony, it gives us pleasure to mete out praise for the recent improvement noticed in the condition of these vehicles. It is quite evident that the Company has taken steps to remove the cause for complaint, for the appearance of their vehicles is greatly enhanced, while the interiors are re-upholstered and made generally attractive, clean and comfortable. We gladly pay tribute to these responsible.

New Members.

Since publishing the last list, the following motorists have joined the Association:

- E. Savage
- W. C. Clark
- E. Stone
- Dr. R. E. Tottenham
- C. B. Easterbrook
- P. A. Yapp

Price of Petrol.

A further reduction in the price of petrol is announced, and in future the charge will be seventy-five cents per gallon, which price came into force on the 8th inst. This will be welcome news to motorists, and members of the Hongkong Automobile Association will realise that a further preferential reduction in their case is not possible. We feel sure that the general body of members will not begrudge the benefit which is thus conferred upon non-members.

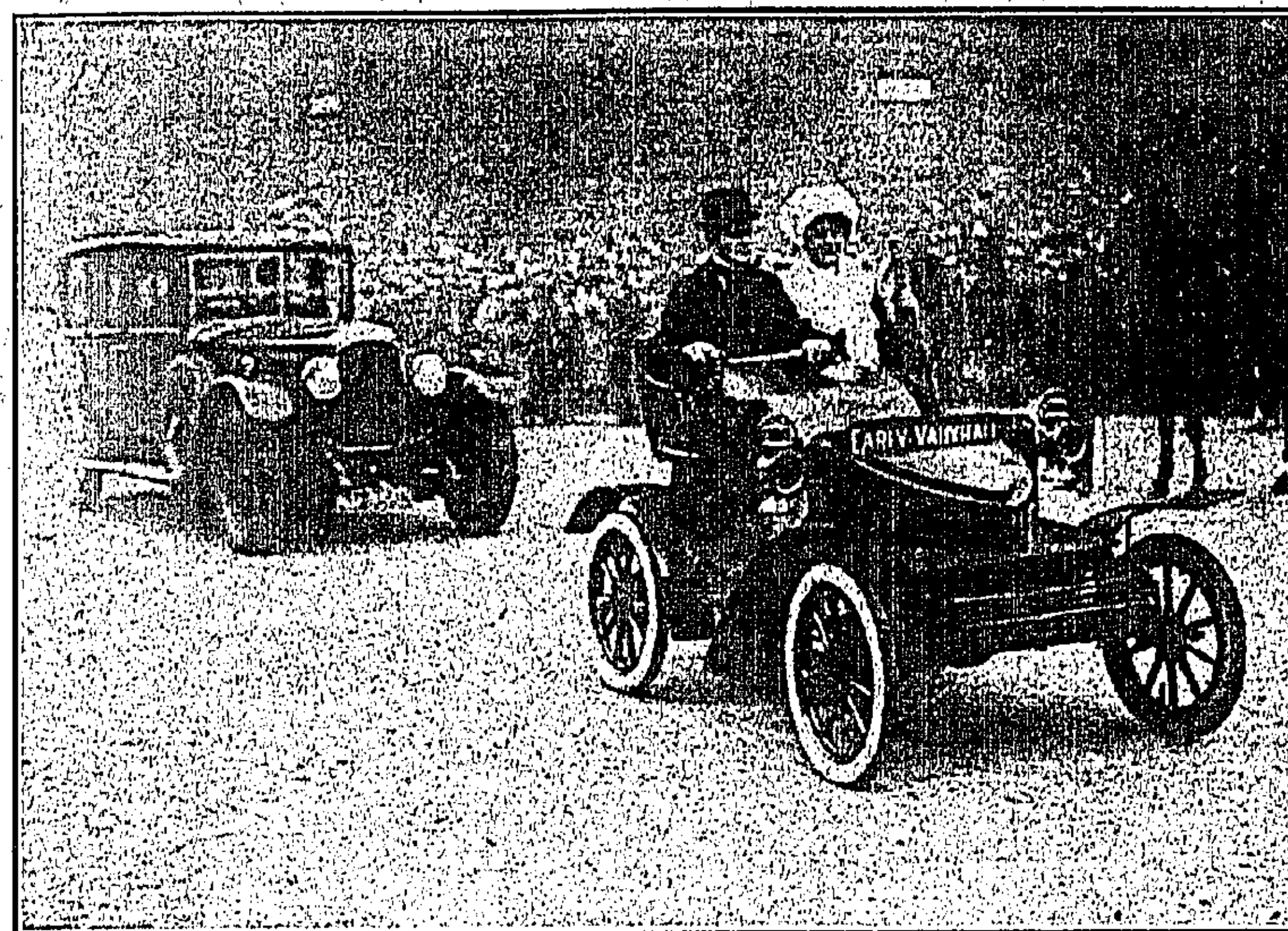
The Association.

That private motorists do appreciate the benefits to be derived from membership of the Association is clear from the fact that the majority are members. We hope that this month will show a further increase in the Association's ranks, as the financial year commences from January next, when subscriptions are due. Every private owner in the Colony should support an Association so necessary to his interest.

Filling Station.

The Service Station in front of the City Hall is now working, and motorists are able to obtain both petrol and oil therefrom. One of the Association's patrols is on duty, and members may leave their cars in his care. This innovation is a great convenience to car owners, providing, as it does, a central parking space where constant supervision is exercised. It is to be hoped that more motorists will avail themselves of the facility provided. Any complaint of inattention should be at once forwarded to the Hon. Secretary of the Association.

PAGEANT OF TRANSPORT IN THE LONDON LORD MAYOR'S SHOW.



The Pageant of Transport was one of the outstanding features of the Lord Mayor's Show in London. Centuries unfolded their story of transport in the procession. There were motor-cars ancient and modern, the old "knife board" buses and the newest buses, past and present cyclists, the Sedan Chair girl in her 18th century dress and other reproductions of the past. Photo:—The early Vauxhall and modern motor-car.

SANDING MACHINE.

Toronto's Novel Use Of
A Lorry.

Considerable ingenuity is often displayed in overcoming adverse road conditions brought about by the extremes of heat and cold. An example of this is provided by a novel use made of a Leyland lorry by the Toronto Transportation Commission, who have fitted a vehicle of this make with a special apparatus for sanding the roads on which Leyland and other makes of buses run in the winter time.

The body is, to all intents and purposes, a huge "hopper" into which sand or cinders are loaded. These in turn are conveyed by gravity to a chute at the end of the body, which allows the material to be precipitated upon a revolving disc which is fitted with a vane, and to be spread over 25 ft. of the road surface in a single operation.

DON'T FORGET TO



Drain the gasoline tank of sediment and water.

CORRESPONDENCE.

Motor Touts.

Sir,—A fine was recently imposed against a taxi-cab driver for infringing regulations by carrying luggage in his vehicle and while I have no cause for complaint against the conviction, I do feel that if steps are to be taken to confine taxi-cab drivers to their legitimate work, namely, carrying passengers, equally strong steps should be taken to prohibit other vehicles from unfairly competing with them by employing touts. At almost any hour of the day, taxis remain on the stand by the Post Office awaiting fares, while numbers of touts accost every person who appears to be about to engage a taxi. In many cases these touts

are successful, especially in the case of visitors who cannot of course be blamed.

The imposition of the fine for carrying luggage was all to the interest of other firms who cater for the transport of luggage and other goods, and the action of the police is tantamount to protecting transport Companies' interests. Surely a passenger service may expect that strong steps be taken to remove illegal competition as constituted by these touts.

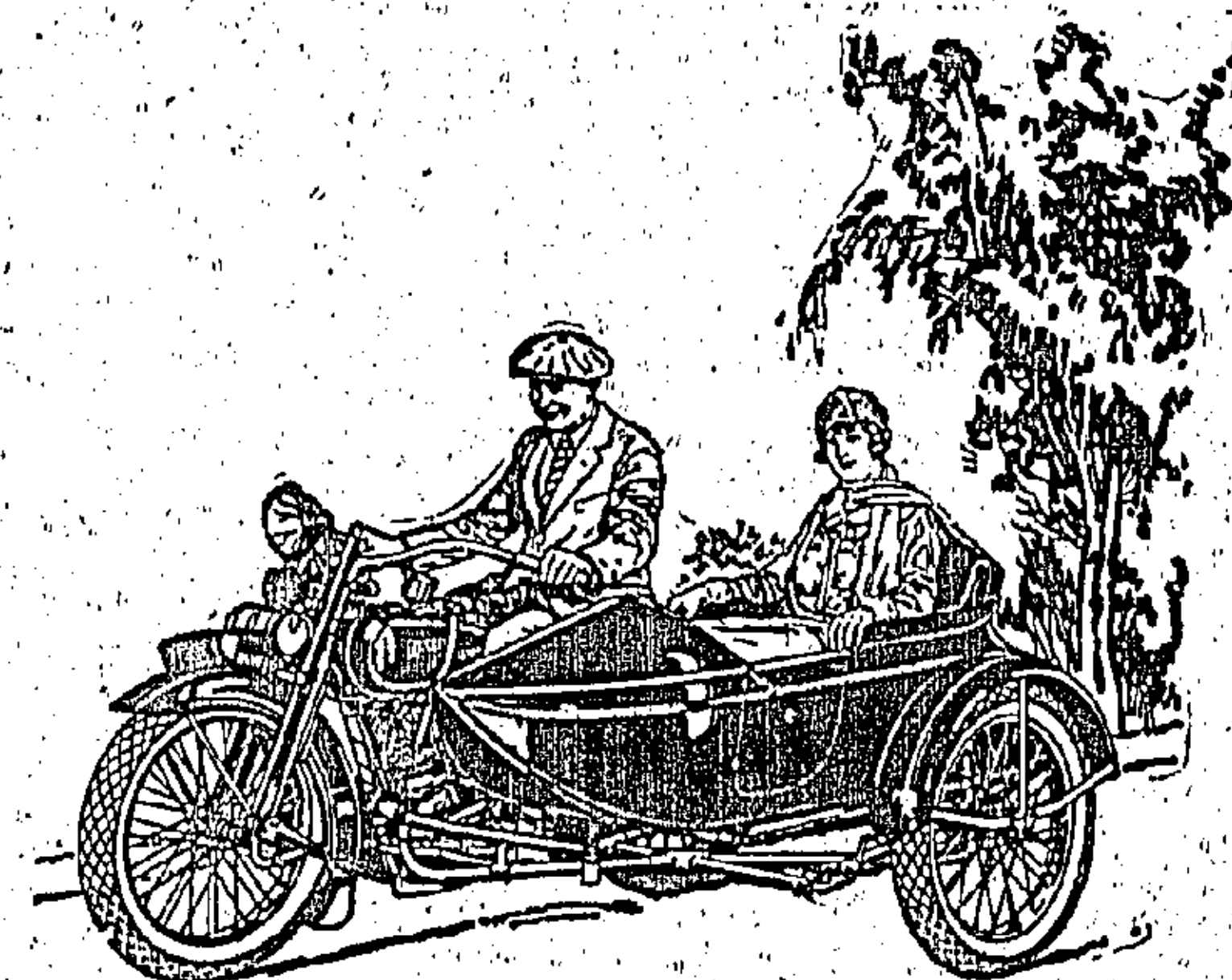
An occasional raid is not sufficient. Plain clothes officers should be detailed for daily duty until the annoyance is stamped out.

Thanking you to publish this in your weekly Motor Notes.—Yours etc. A. H. ROWE.
Hongkong, Dec. 9th, 1926.

AN INTERESTING COMPARISON.



The Pageant of Transport was one of the outstanding features of the Lord Mayor's Show in London. Centuries unfolded their story of transport in the procession. There were motor cars, ancient and modern, the old "knife board" buses and the newest buses, past and present cyclists, the Sedan Chair girl in her 18th century dress and other reproductions of the past. Photo:—The modern motor-car and an "early" Victorian cyclist.



Our second shipment of 1927 Harley-Davidson cycles and a large assortment of genuine spare parts are due here Christmas week.

Special Offer for Christmas and New Year Week. This shipment was ordered when exchange was high, but we will continue to sell them at our usual prices only till the 7th January 1927.

Big twin Solo \$ 825.00
Big twin Combination \$1065.00
Single cylinder (side by side valve) \$ 575.00
Single cylinder (overhead valve) \$ 600.00

These cycles are fully equipped and ready for the road.

Compare our prices, and get one before New Year and start right.

THE GASCON MOTOR CO.,

2, Kwong Wah Road (Opposite The Steam Laundry)

Telephone K.1242.



Mobiloil

Make the chart your guide

WHEN YOU BUY GARGOYLE MOBILLOIL
IN SEALED TINS.

You know you will get full value received—in lubricating oil of the finest quality—because you are dealing with the largest responsible lubricating oil manufacturer.

The Vacuum Oil Company was the first manufacturer of Scientifically Correct Lubricants. Its products and service have been so high in value, so trustworthy, that its growth has been phenomenal. Literally millions of men are numbered among its pleased customers.

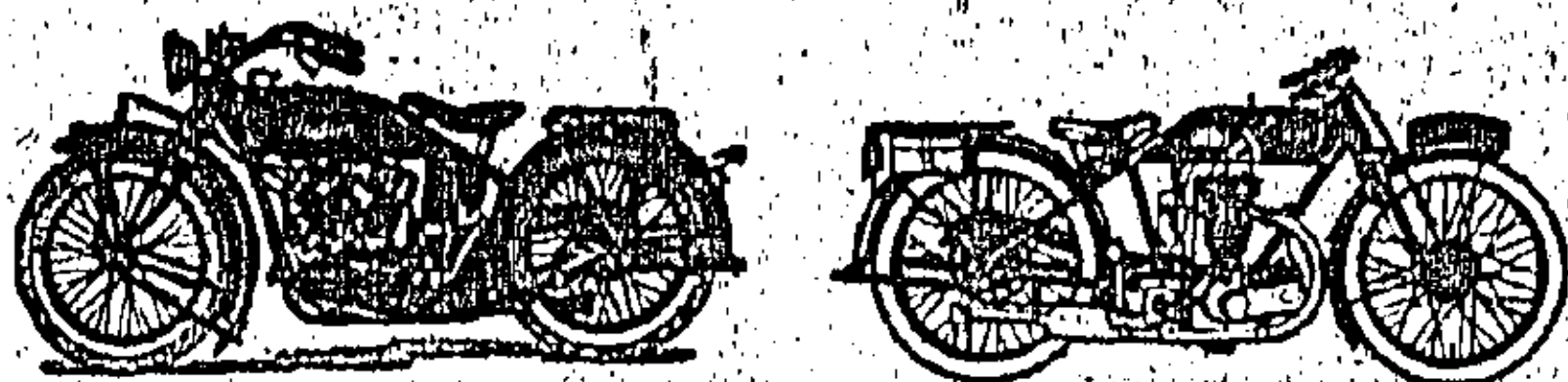
Seventeen plants with acres of floor space and an army of operatives are required to make the enormous quantities of Gargoyle Products that lubricating oil consumers are buying daily from the Vacuum Oil Company.

Gargoyle Mobiloil is one of our many specialties, and the Correct Grade of Gargoyle Mobiloil, as recommended by our "Board of Automotive Engineers," give motorists a delightful sense of having discovered something when they first try it for the lubrication of their motorcar engine.

A few cents more per gallon, but what is that compared to the risks you run when you buy an ordinary lubricant at a lower price. It is absolutely true that millions of dollars are annually spent on unnecessary repairs directly attributable to poor, incorrect lubrication.

Drain the crankcase while the engine is hot—do not flush with kerosene or any other cleansing agent—and fill it to the correct level with the grade of Gargoyle recommended in our Lubrication Chart.

VACUUM OIL CO.



You can pay for your Motorcycle out of income

If you do not wish to pay cash down
for either of the following:—

A. J. S. TRIUMPH DOUGLAS INDIAN Motor Cycles

"PAY AS YOU RIDE" take 6 months or more
and have the use of your cycle all the time.

(STOCKS CARRIED)

ALEX. ROSS & Co. (China), Ltd.

Sub. Dealers

KOWLOON MOTOR CAR & CYCLE EXCHANGE CO.

DON'T LEAVE YOUR CAR IN PEDDER STREET.

THERE is no longer any reason why you should leave
your car out in the street all day. Sunshine and
rain alike cause deterioration, while meddling fingers
are liable to interfere with it.

Within a few seconds of the centre of the City, a
new garage has opened where you may leave your car
or cycle with the assurance that it will be well looked
after. It is located in the old Fire Station Building
where there is ample accommodation.

Furthermore, an expert staff of mechanics is ready
to effect any repairs quickly and efficiently.

Daytime Storage (during business hours)
All Cars.....\$15.00 per month or \$1.00 a day
Motor Cycles.....\$ 7.50 "

THE CENTRAL MOTOR GARAGE
Old Fire Station Building, Des Vœux Road.
Telephones C. 2196 and 4821.

CHINA UNDERWRITERS, LTD.

FOR
ALL CLASSES
OF
MOTOR INSURANCE

WRITE FOR PROSPECTUS

HEAD OFFICE: TELEPHONE:
ST. GEORGE'S BUILDING, HONGKONG. C. 1121-2

SOCONY

MOTOR OIL

MODERN OILS FOR MODERN MOTORS

"REFINED UP TO A Standard NOT DOWN TO A Price"

THE DENNIS 30-CWT. CHASSIS.

Running And Manoeuvring Capabilities.

HOME AND OVERSEAS OPINIONS.

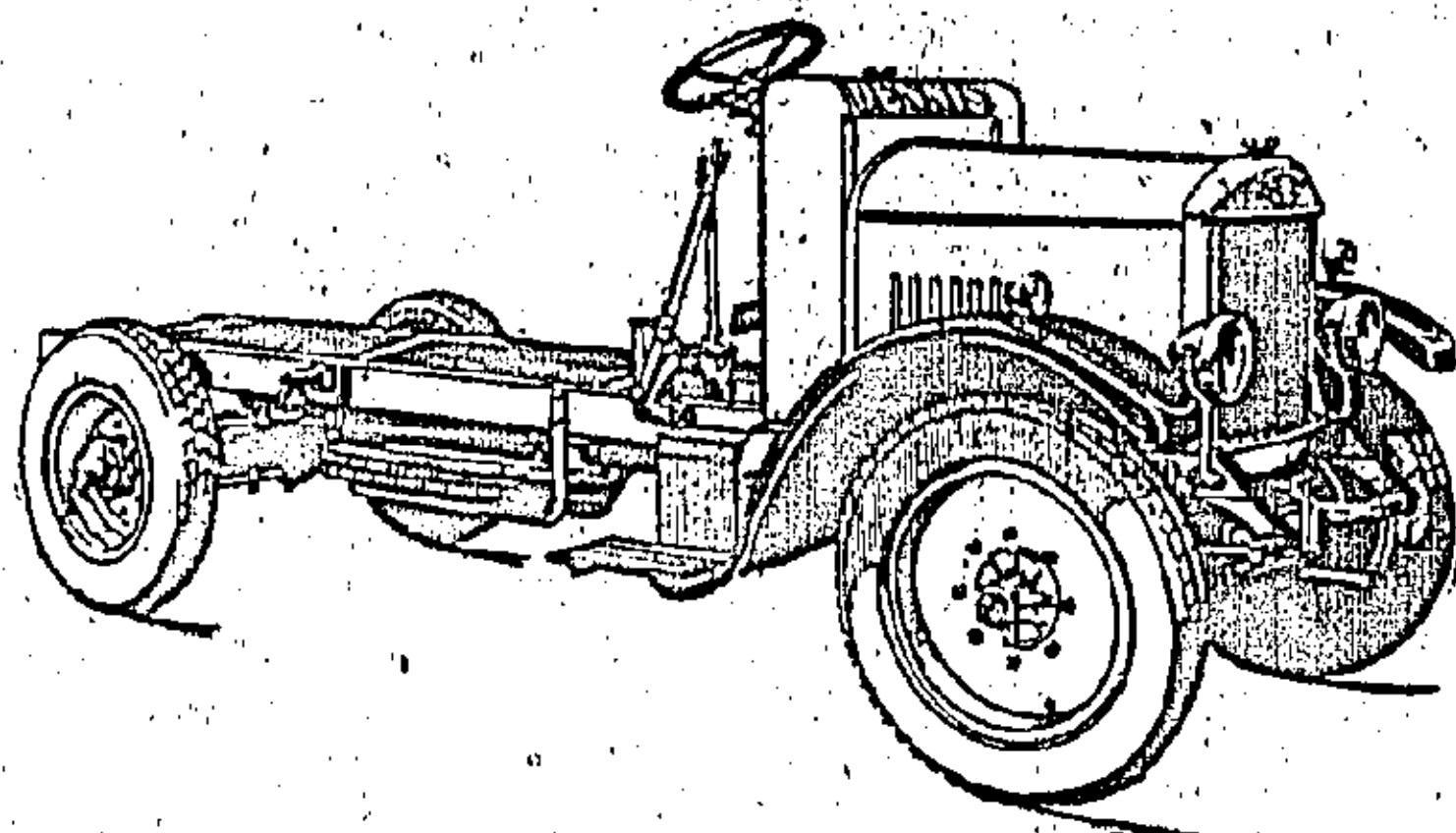
Too often is heard the criticism
that British manufacturers fail
to produce a motor vehicle that
can cope satisfactorily with the
conditions that motor transport
is up against in the Dominions
overseas, and it was in order to
study these conditions on the
spot, and in many countries, that
a world tour was undertaken a
year or two ago by Sir Raymond
Dennis, K. B. E., Managing
Director of Dennis Bros., Ltd.,
the well known motor engineers
and manufacturers of Guildford.

The knowledge Sir Raymond
acquired of what may be described
as Colonial conditions was
reflected in the early production
by his firm of their 2-2½-ton
overseas model, in recognition of
the many areas overseas where
road surfaces and bridges are not
of sufficient strength to carry the
gross loads of heavier vehicles.
Features of this model, of special
interest to overseas users of
motor transport, are the small
turning circle, a radiator of greatly
increased cooling capacity,
very efficient braking, high
clearance, and a big margin of
cover in the engine, which can
develop up to 55 b.h.p.

ance with any commercial motor
lorry we have tested so far. What
impressed us most was the ex-
treme liveliness and reserve of
power shown by this engine,
which the makers guarantee will
develop 35 h.p. on the bench at
1,500 r.p.m. The Dennis engi-
ners have quite got away from
that stodginess or sluggishness
which has been for long such an
objectionable feature in many
British makes of commercial type
power plants.

"A wide field of employment
awaits this class of vehicle in the
rapid handling of all perishable
products, and in its use farmers
should find a valuable ally. The
repairs and fuel bills should also
be on a scale helpful to the
owner. Agents for the new
Dennis 30-cwt. lorry are to be
congratulated upon the par-
ticularly fine road performance
of their principals' product,
which, we consider, fills a pressing
need."

The opinion expressed by the
Editor of *Modern Transport*
(London), may be taken as
typical of those of experts at
home:



The Dennis 30 cwt. chassis fitted with Pneumatic Tyres.

Brief Chassis Specification:—11 ft. wheelbase, with grease-gun lubrication; engine, 85x120 mm., developing up to 35 h.p. and having detachable cylinder head; fuel consumption, 20 m.p.g.; oil consumption, 800 m.p.g.; 4-speed gearbox; propeller shaft enclosed in spherically-headed torque tube; the Dennis high-efficiency worm drive. A full dynamo lighting set, with battery and 5 lamps, electric horn, speedometer, and mileage recorder, all form part of the equipment.

The latest Dennis model, and
one that will be of special interest
to overseas users, is the new 30-
cwt. chassis, which embodies this
famous firm's experience of
thirty-one years in the motor
industry, during the last twenty-
two years of which they have
specialised in the production of
commercial vehicles. The weight
of this chassis is 29 cwt., and
with a full load of 44, including
body, making a gross load of 73
cwt., the petrol consumption
works out at twenty miles per
gallon. The engine develops 36
b.h.p. and is capable of propelling
a fully-loaded vehicle up a gradi-
ent of 1 in 4½, while there is no
difficulty in obtaining a speed of
thirty-three miles per hour on the
level with full load.

It is interesting to compare the
views of two such important
motor transport papers as the
Australian Motorist (Sydney),
and *Modern Transport* (London),
as to the result of test runs on
this chassis, and it will be seen
that here at last is a British-built
vehicle that promises to be as
popular overseas as it is at home.

The *Australian Motorist* says:

"An excellent example of what
the British commercial automo-
bile engineering firms can do to
maintain their world supremacy.
On the road during a 20-mile test
of the chassis, carrying a dead
load of 25 cwt. of iron and two
persons, we found the steering at
all speeds most flexible. We
consider this is due to the sound
layout of the steering linkage
and the new design of cushion
tyres of ample cross-section
fitted.

"We took the vehicle over all
descriptions of road surfaces
likely to be met with in daily
service, and found that the
springs absorbed the major por-
tion of the road shock, so that
vibration of the load mass was
practically negligible.

"The acceleration and hill-
climbing qualities are quite
remarkable on the fourth forward
speed or top gear ratio. On this
we took the above load up a
lengthy gradient of 1 in 18, finish-
ing over the top at 20 m.p.h. We
have not equalled this perform-

"For test purposes a newly
completed vehicle was chosen
which had only done twenty-five
miles on the road, and the ordeal
which it had to undergo would
have played havoc with a less
efficient engine. After a tour
through the streets of Guildford
which fully demonstrated the
easy running and manoeuvring
capabilities of the machine and
its ability to proceed at about ten
miles per hour on top gear, a
sudden turn from the main road
brought us on to Bright's Hill, a
short but steep ascent of 1 in 4½,
in a residential neighbourhood.
This was surmounted without
the slightest trouble on bottom
gear, a surprising achievement,
in view of the aforementioned
fact that the engine has only
done twenty-five miles running.
Incidentally it carried weights
to an equivalent of 31 cwt., while
the cab and tray covered another
13 cwt., the total representing the
maximum load on the chassis
under service conditions.

"Having regained a level road,
we brought the vehicle to a
stand, and, starting off from
bottom gear, attained thirty miles
an hour in twenty seconds, a fact
which fully demonstrated the
accelerative capabilities of the
engine. Proceeding on to the
Farnham Road, we then started
to climb the Hog's Back. Begin-
ning on third, we only had to
drop down to second for a short
distance of still gradient. Then
we got back to top and sailed up
to the summit at from 25 to 27
m.p.h., whence we continued at
speeds varying from 32 to 35
m.p.h., the latter being possible
when the road was clear.
Throughout the journey the
engine ran with ease and sweet-
ness of touring car, and we were
particularly impressed with its
easy steering.

"We have not the slightest
doubt that, in all respects, the
vehicle will prove exceptionally
popular as a passenger chassis,
and equally so for fast goods
purposes. A sound com-
mercial proposition."

STEEL BUILT CARS:

Provide Greater Safety.

Dodge Brothers, Inc., pioneer
builders of motor cars of all-steel
body construction, have proved
conclusively that the all-steel
body is to supplant the wooden
body.

It is almost 12 years since
Dodge Brothers conceived the
idea of an all-steel body in their
touring cars, and the public
reception of this radical depar-

ture from the wooden bodies then
in vogue, was instantaneous.
Every passenger car built today
by Dodge Brothers has an all-
steel body.

Dodge Brothers use slender
steel pillars throughout the car,
creating greater vision and safety
for motorists. It stands to reason
that in case of an accident an
all-steel body, reinforced with
steel throughout, provides a
greater degree of safety than is
possible with ordinary construc-
tion.

From the very beginning of

their manufacturing experience,
Dodge Brothers clearly saw that
economical, rapid and uniform
volume production could be
achieved only by the extensive
use of steel. The constantly in-
creasing sales of Dodge Brothers
motor cars are indicative of public
approval of the all-steel bodies
which give the maximum of
strength and rigidity in propor-
tion to weight.

The sills, pillars and other
parts bearing major strains are
welded and riveted, giving the
greatest of rigidity.



Firestone GUM-DIPPED BALLOONS FOR MOTORCYCLES

This powerful tread with built-up shoulders finds a foothold in any kind of
going up steep hills, through deep mud, sand or soft dirt. Here's real traction
for you—real power and speed. And here's far greater safety—on turns, on
hills and on the straightaway—than tyres ever gave you before. Now is the
time to fit your machine for all roads and weather with full-size four-ply
Gum-Dipped Balloons.

MOST MILES PER DOLLAR

THE DRAGON MOTOR CAR CO. LTD.
33 WONG NEI CHUNG ROAD, HAPPY VALLEY TEL. C. 1246 or 1247

P A C K A R D Thoroughly Dependable

To those fashionables who gather at the great race courses
of the world the newest Packard, pedigreed descendant of
a long line of champions, makes a powerful appeal.

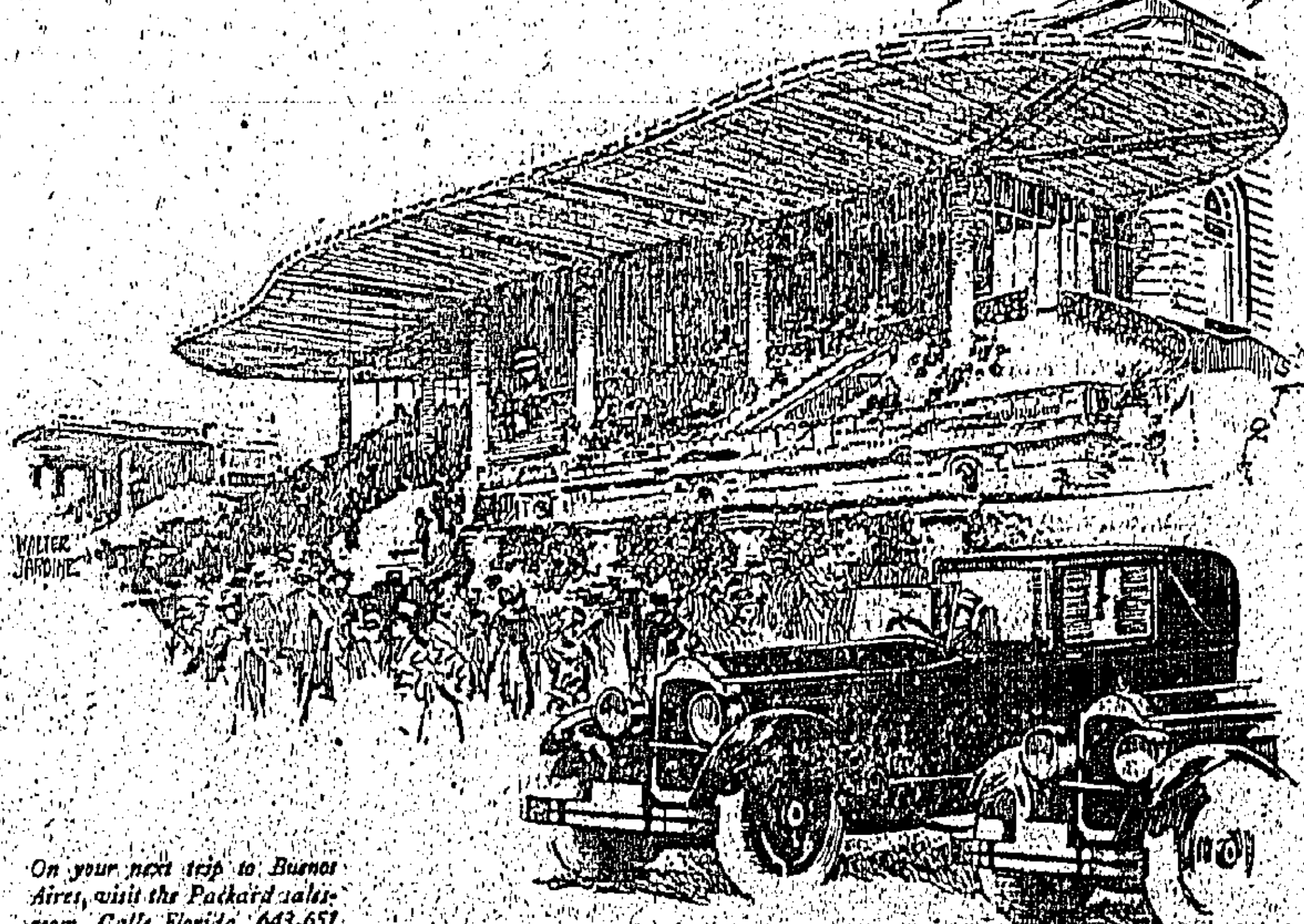
The first touch of the throttle imparts to the driver the
thrill of a spirited thoroughbred, heart pulsing, eager
for action!

A few minutes in traffic—or hours on the open road—leave
a rich satisfaction born of the certainty that this car has no
equal in performance.

Nothing but a ride in the Packard Eight can tell you
its story!

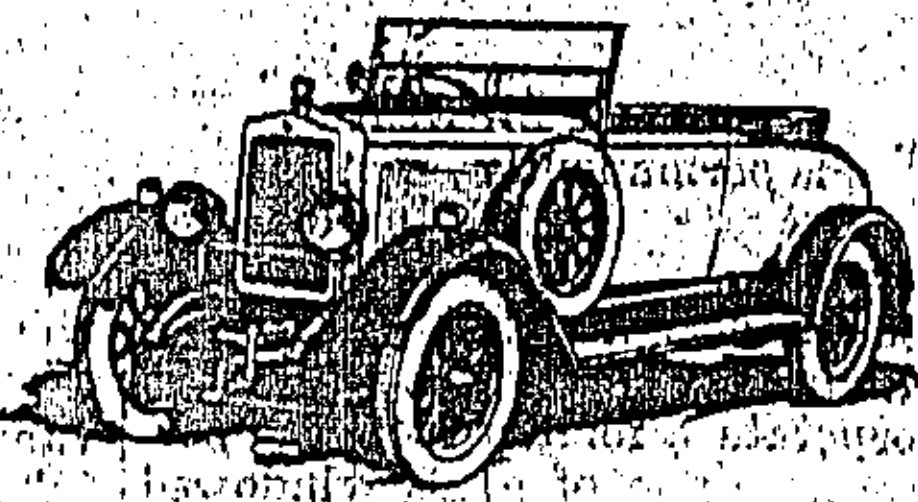
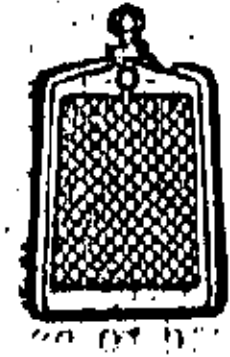
The Dragon Motor Car Co., Ltd.

33, Wong Nei Chung Rd., Happy Valley.
Tel. C. 1246 or 1247 Hongkong.



On your next trip to Buenos
Aires, visit the Packard salu-
room, Calle Florida, 643-651

OF A DISTINGUISHED FAMILY



The "World" Morris — and its topee!

The Morris "World" radiator compares with the old "Home" radiator as a thick pith topee compares with a light straw hat. It defies the sun in any part of the world and keeps the Morris engine at the temperature it likes.

By thus securing the wonderful Morris efficiency and economy in any climate, the "World" radiator is one cause of the remarkable "change over" to the Morris. You too will change over from wasteful "woolly" engined 20-30 h.p. cars and be a Morris owner once you have experienced this economical efficiency on a trial run.

MORRIS

"the Wheel of the World"

from £190.

Hongkong Hotel Garage.

COMMERCIAL TRANSPORTATION.

Motor Cycle Combinations Popular.

During the past twelve months there has been a marked increase in the use of the motor-cycle side-car and 3-wheeled cycle-car for commercial purposes. Considerable interest was aroused by the demonstration of Commercial Side-cars which was arranged in 1925 and repeated in 1926 through the south and south-eastern counties of England from September 6th to 11th, 1926.

The demonstration is supported by a representative number of the leading motor cycle manufacturers, and everything will be done to ensure that the attention of the public and the retail trade is directed to this very economical form of transportation.

The operating costs of commercial side-cars are negligible compared with similar costs for 4-wheeled motor vehicles.

Where traders already use motor transport of the 7-cwt. or 1-ton type, the appeal of the commercial side-car, combined with a utility motor cycle, is strong on all counts. Consider the grocer whose 7-cwt. van carries its load in the morning and afternoon, starting away from the store filled to capacity and losing its contents at various points on the road. It is unlikely that useful loads can be carried over even 50 per cent. of the distance, and highly improbable that the van can be exactly filled but not overloaded for every trip.

Now a 4-wheeler of, for example, costs a definite and fairly large sum per mile, whether loaded or empty, a fair estimate being 10d. per mile to cover all charges. If only a small load is carried this cost has to be set against the profits, and although delivery is a definite part of the tradesman's services to his customers, the expenses may well be kept down to a minimum. An urgent order delivered to a valued customer may, if the van has to be sent, become a definite and appreciable loss.

If a motor-cycle combination is used, the cost per mile need be no more than 2d. or 3d., and the load can be 3-cwt. without harming the outfit. Thus the cost is about 1d. per cwt. mile, comparing favourably with that of the 4-wheeler. As before, this vehicle can carry its full-load for delivery, but as the loads are smaller than before it is more likely that each load will be full, in other words, that the useful work done by the combination

will be higher percentage than in the case of the van. Alternatively, the van can be used for the bulk of the work, the odd amounts or the packages for distant customers being handled by the side-car. Urgent orders can be a motor-cycle combination job, for small loads can be carried at less cost by this means than by the van. Briefly, the combination is more efficient for all but full loads for the van. Its unproductive mileage is less costly, and its advertising value no less, whilst, being a smaller unit, its time on the road is not so important.

If 2 tons has to be handled at once, two vans or five combinations are necessary. If one van is laid up, 50 per cent. of the transport is out of commission, whereas, if one combination is out of action the others can take 25 per cent. each of its work and make the absence unnoticeable.

Considered from every angle, the combination scores, whether forming the bulk of the fleet or acting merely as a tender or supplementary unit. A number of side-cars running frequently throughout a district create an impression of business far more readily than one van, no matter how ornate and striking, seen less frequently, and there is the added satisfaction that smaller form of transport offers the greater economy.

HEADLIGHT PROBLEM.

The Osram Anti-Dazzle Lamp.

The problem arising out of the glare and dazzle caused by motor-car headlights is sufficiently pressing to demand—and obtain—discussion by the House of Commons. A number of Members have tabled questions on the subject, and have put forward suggestions. Any device, therefore, produced to mitigate the nuisance should be carefully studied and given every consideration. The General Electric Co., Ltd., applied itself to the problem, and produced the Osram anti-dazzle lamp. The Automobile Association, after extensive trial, has recommended its members to adopt this lamp; the C. M. U. A. has circulated its members that the Association's terms of reference are entirely met by the Osram anti-dazzle lamp.

It is a standard Osram gas-filled automobile lamp, the top half of the bulb sprayed with a thin layer of yellow unglazed china. The cut-off produced by the sprayed portion takes place along a plane running through the centre of the lamp bulb and headlamp. The upper or dazzling portion of the beam, which is dangerous to other road users, is replaced by a softly diffused yellow beam, which in no way impairs the vision of approaching motorists and pedestrians. The full driving light is maintained on the road. No switching, dimming, or any other attention whatsoever is required by the driver; no alteration is necessary to the wiring of the car; the lamp can be used in nearly every make of headlamp without alteration; the yellow light penetrates fog and eliminates back-glare. The sprayed coating of unglazed china is smooth, does not chip or peel, is unaffected by light, heat, water or acids, and can be washed with soap and water as often as required without injury to the coating.

Hitherto, the only effective anti-dazzle devices were those costing several pounds, and therefore, impracticable to the greater number of motorists. The Osram anti-dazzle lamp completely removes this objection. It is made throughout in Great Britain by the General Electric Co., Ltd.

Mr. Loewenstein, the Belgian financier, appeared in a new role recently, having been summoned before the correctional tribunal by an attendant of the Bellevue Casino for assault. It is stated M. Loewenstein and a friend were in the casino, but the friend was not in evening dress, and so was refused admittance. M. Loewenstein, it is alleged, struck the attendant, who has the very appropriate name for a casino employee of Fortune.

SERVICE IMPERATIVE.

Cadillac Official's Opinion.

THE FUTURE ASPECT.

That motor cars of all classes must be kept on the road, furnished with dependable transportation, and that quality cars must furnish their owners with both dependable and luxurious transportation are to-day the challenges of car owners to manufacturer and distributor alike, in the opinion of Nicholas Dreystadt, general service manager of the Cadillac Motor Car Co.

Mr. Dreystadt, recently appointed to his present post, was for ten years with the Chicago branch of the Cadillac company, the last four of which he was service manager there. For seven months prior to taking his present position, he had been with the factory organization as special representative of H. H. Stephens, Cadillac general sales manager, studying service methods among Cadillac distributors and dealers throughout the United States.

In Mr. Dreystadt's opinion a motor-wise public is to-day selecting its car much as the experienced traveller selects his hotel—because of the service and the associations which it represents. When the owner buys his car, he expects it to be as fine as engineering skill and manufacturing ability can make it. But he expects also that his car shall be kept rolling and delivering transportation in keeping with its reputation.

This is the unwritten part of the sales contract, and to the owner, is the most important. The thoroughness with which it is carried out depends upon the character of the service organization.

"No car," Mr. Dreystadt states, "can run long without service. Satisfactory performance, provided the mechanism is right at the beginning, depends entirely upon the regularity and intelligence of the service which the car receives. An owner buys a new car occasionally. His contacts with the organization through service are constant. It is like the registration of a guest at a hotel. It is not the personality of the clerk, but the service which he gets afterward, which determines whether or not he will register there again.

In the Cadillac organization, the large majority of new cars are sold to former Cadillac owners. In recognition of the constant contacts which are made with them through service, our service has always been an integral part of our sales division, and on account of the high type of motor car users represented by Cadillac owners, our service demands the highest type of executives for these continuous contacts with the Cadillac clientele."

Danger In Walking.

There is an ironic rule of the road that pedestrians should walk along the left side of highway, toward approaching machines. The idea is that the walker will look directly toward danger, and get out of the way in time.

That's the only safeguard suggested for the poor pedestrian on the country highway. It's up to him to prevent accident, for he can see the lights of an approaching machine at night before the driver can see him.

Outside of his alertness, he has no recourse. There are no side-walks. Some parts of highways even have no abutting land on which to jump for safety. May be there's a high cliff on one side, a declivity on the other.

Woe to the pedestrian caught between two machines at such a point!

This lack of forethought for the pedestrian on the highway is only natural, for highways are built primarily for vehicular travel.

But people do walk at times. A rural resident would like to visit the next farmhouse. Under present conditions, he must cut across country to be safe.

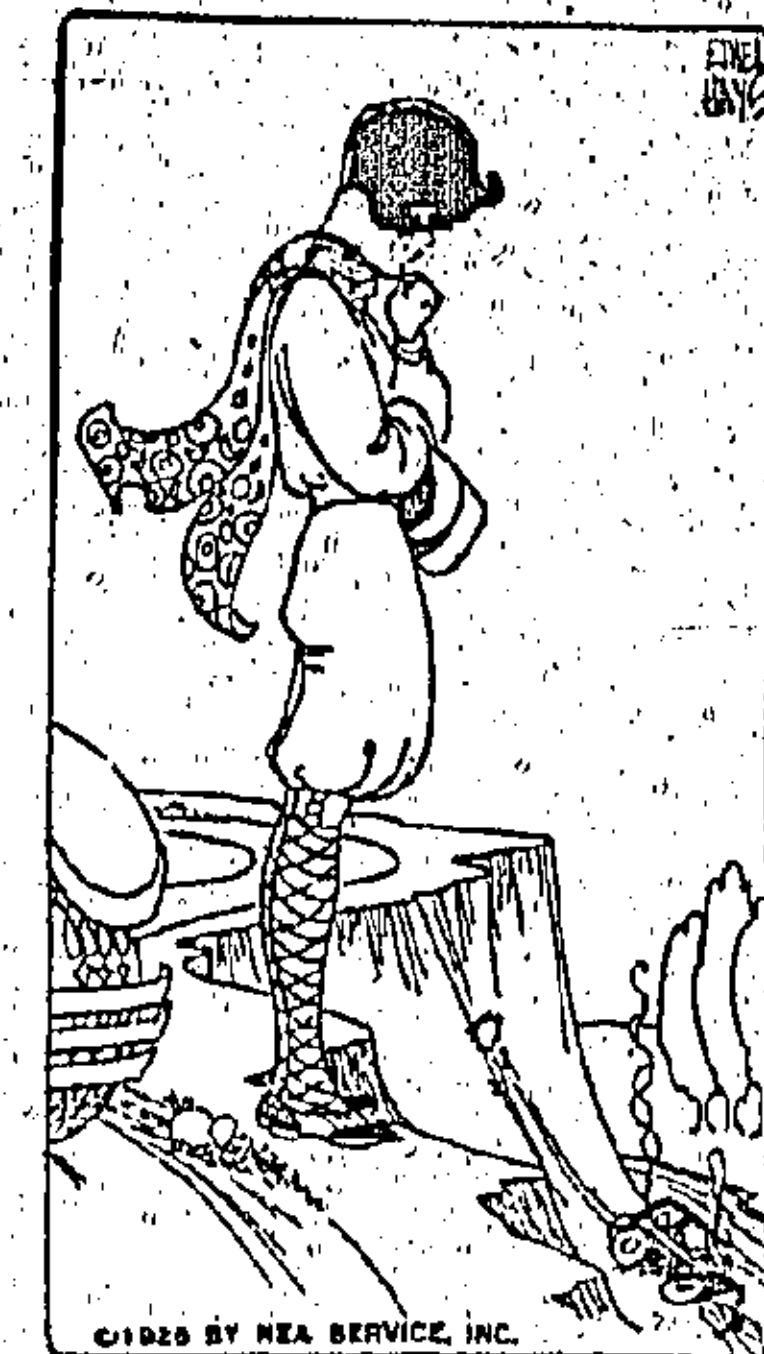
That's hardly fair. There should be some provision of safety for the pedestrian, especially at points where there is no level abutting ground.

It's something of which highway engineers should take note.

THRILLING SPORT.

Motor-Cycle Football.

Motor-cycle football, a game invented by British motorcyclists, is increasing in popularity. Every week The Motor Cycle reports matches witnessed by large crowds, and now the governing body of the motor-cycle movement in England—the Auto Cycle Union—has put up a cup for competition among twelve clubs who will play one another on the knock-out principle.



The man who drives fast doesn't always miss the scenery.

DON'T FORGET TO—



Tighten the body bolts and chassis bolts.

SEDAN MODELS.

Studebaker's New Car.

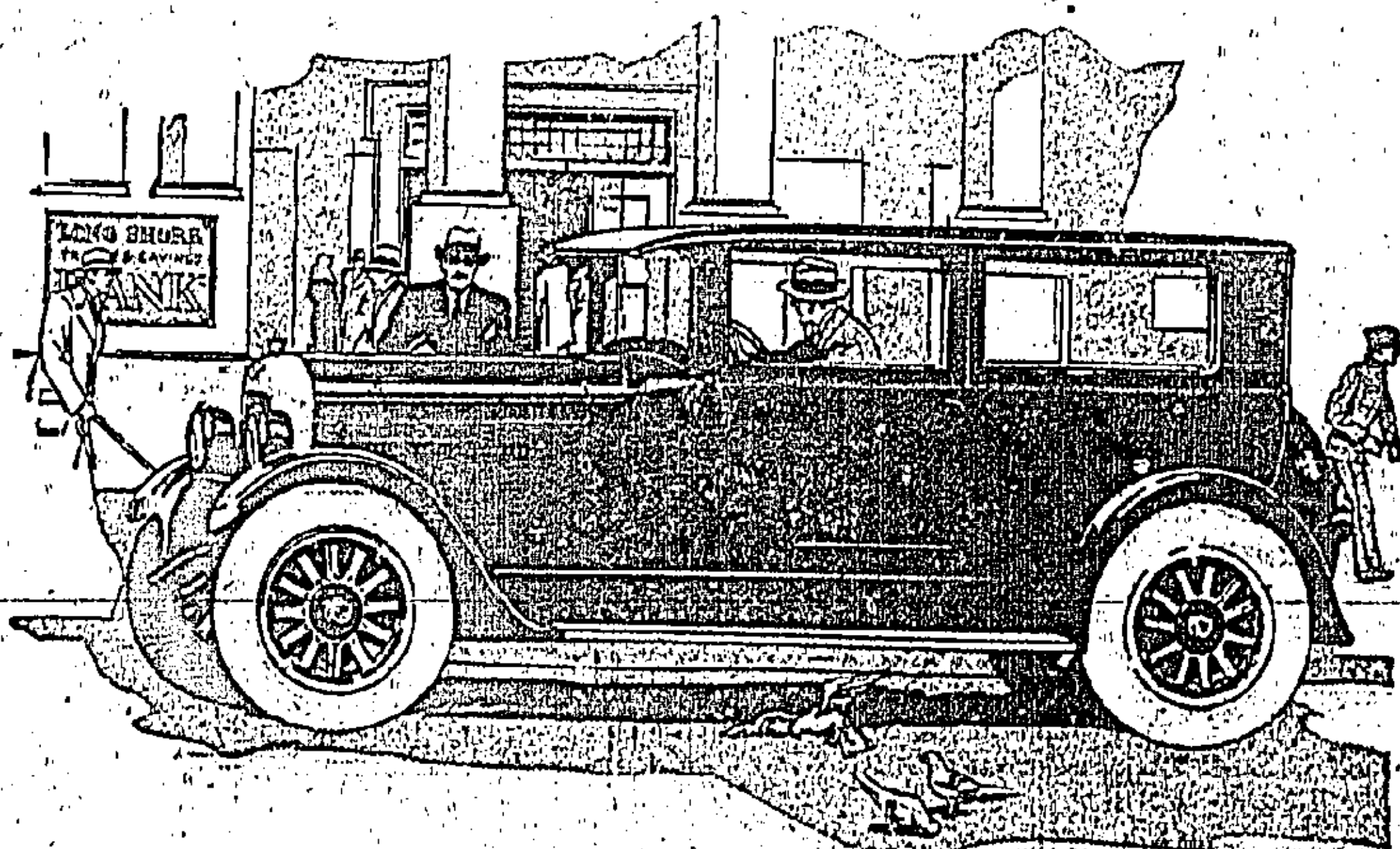
CONVENIENCE OF CLOSED TYPE.

Concurrent with the introduction at the Paris Salon of the Erskine Six—Studebaker's new 21-hp. car, comes the announcement by A. R. Erskine, President of The Studebaker Corporation of America, of sweeping success recorded by Studebaker Custom Sedan models in foreign markets, coupled with an increase of 31.5 per cent. in the volume of closed car sales abroad during the first nine months of 1926.

"Foreign drivers are fast discovering the comfort and convenience of closed cars," declared Mr. Erskine, under whose guidance Studebaker has become the largest exporter of high powered cars in the world. "Prior to 1923 export sales of closed cars, outside of a few countries, were insignificant," he said in commenting on the record breaking increase. "In 1923 they amounted to only 31 per cent. of the total Studebaker exports. In 1924, however, the figure jumped to 8 per cent. and in 1925 to 13 per cent. Mr. Erskine cited increasing closed car sales in Spain, Brazil, Sweden, Holland and Switzerland as evidence of the foreign drivers' demand for more closed cars. Even in the tropics, where it has been the general opinion that no market for closed cars existed, due to the intense heat, Studebaker Sedans are gaining in popularity. In Ceylon, motorists have found closed models actually cooler to drive than the hitherto more popular open cars.

A large part of the popularity of the Custom Sedans in the tropics arises from Studebaker's exclusive "no-draft" ventilating windshield according to dealer reports. "The sedan, or 'saloon' as it is called in England, has been the exception rather than the rule in many countries," declared Mr. Erskine. This is largely due, he explained, to the fact that just as has been the case in the United States up to the past few years, the closed car has been the most expensive type of body on the market. Advent of Studebaker's Deluxe Sedans, which are built to a high standard of finish and appointment and are yet reasonably priced, as a result of Studebaker's One-Price facilities, has provided buyers with the highest type of closed car at exceptionally low prices.

What Studebaker Saves Through One-Price Manufacture is passed on to you in many fine car features



In the quality Coach, illustrated, One-Price savings enable Studebaker to offer you important features in equipment and construction not excelled by cars costing double its price.

No other car in the world of its size and weight equals it in rated horsepower according to the rating of the Royal Automobile Club.

Notice the high quality upholstery, compare the depth of Studebaker cushions and seat backs with other cars costing much more.

Finer body construction—first grade northern white ash and hard maple are used in the body construction.

Costly alloy steels—we pay a premium to secure steel of extra quality.

Durable finish—on Studebaker cars is satin smooth with deep, true color tones.

Complete equipment includes petrol gauge on dash, automatic windshield cleaner, rear view mirror, cowl ventilator, stop light and dome light.

THE HONGKONG HOTEL GARAGE.

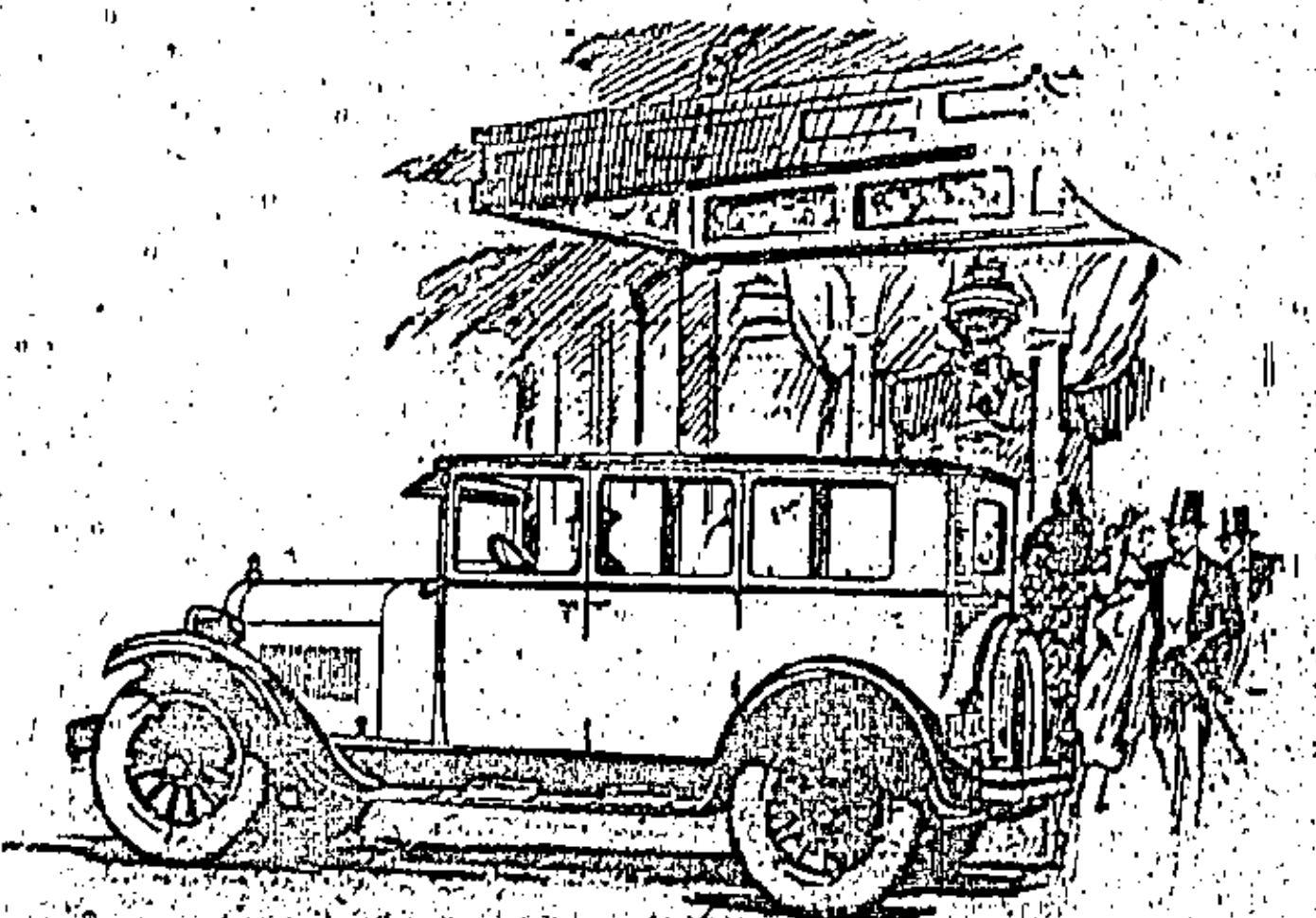
(The Hongkong & Shanghai Hotels, Ltd.)

Car Sales and Accessories / Phone C 4750

Service / Phone and Parts / C 4602

STUDEBAKER

BUILDERS OF QUALITY VEHICLES FOR 24 YEARS



Luxury and Utility —the Ideal Balance

Both in appearance and in price Dodge Brothers DeLuxe Sedan strikes an ideal balance between luxury and utility.

It is unusually roomy and comfortable; it provides a refinement of line and design in which the owner takes deep pride; and throughout the world its name is associated with the highest standard of workmanship.

With reasonable care, the DeLuxe Sedan serves its owner for years. Its transportation service frequently exceeds a hundred thousand miles or a hundred sixty thousand kilometers.

Its high resale price is a most convincing reflection of the solid value Dodge Brothers have built into it.

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
HONGKONG

DODGE BROTHERS MOTOR CARS

STANDARDISED CRAFT.

British Motor Boats.
FROM CHISWICK TO CHINA.

The question of standardised craft, produced in such numbers as to enable them to be sold at popular prices, has been so frequently discussed that there may seem little to add, but the fact that an order has recently been received from China by a British firm for their Standard Fast Runabout Launches, because they cost less landed here than a similar boat built locally, gives this question a new significance. It is not because the Chinese have no experience or that the quality of their workmanship is in any way wanting, for there are no better craftsmen to be found anywhere, but simply because the firm in question, the Ailsa Craig Motor Co., Ltd., of Chiswick, London, have set themselves out to offer engines and boats produced on up-to-date standardised lines. The Ailsa Craig Fast Runabout Launch is 19 ft. 6 in. in length and attains the remarkable speed of 16 knots. The engine is an Ailsa "Kid" 10-14 h.p. 4-cylinder unit, and the price is only £185 complete, so that even though shipping charges, etc., have to be added, the cost in China is not abnormally low. It is not surprising therefore that the local builder is beaten on his own ground. In connection with standardised craft, although the Ailsa Craig Motor Co., Ltd., do not actually build the hulls themselves, they have a special branch which deals with complete boats of all descriptions, from the smallest motor dinghy to sea-going motor cruisers of 55 ft. length and more. These standardised boats are fully illustrated and described in an interesting catalogue issued by the company and accompanied by a very detailed price list of particular value to overseas buyers. The Ailsa Craig Motor Co., Ltd., thus co-ordinates the work of the boatbuilders and engineers, and sees that specifi-

MOTOR CAR RATIO.

Interesting Statistics.
U.S.A.—ONE IN SIX.

In the table of motor vehicle registration throughout the world, which was recently issued by the United States Department of Commerce, some interesting facts are disclosed. The percentage column, showing the ratio of cars to people in the various countries is especially significant. Taking the United States as the basis of comparison, with its one car to every six inhabitants, various other lands have achieved, for instance Canada now has a ratio of one to thirteen and New Zealand one to fourteen. Australia with one to twenty comes next. Denmark follows with one to fifty-one, leading both Great Britain and France where the ratios are one to fifty-five and one to fifty-three, respectively. It is surprising to find Argentina with the same ratio as Great Britain, namely one to fifty-five, since the latter country has a well developed automotive industry of its own and the South American republic must depend entirely on importation. Further England has an excellent system of highways and Argentina has practically none, outside the towns and cities. The hold which motorising has achieved on Scandinavia is indicated by the ratios of Sweden and Norway 1 to 75 and 1 to 99.

Hidden in these figures is a lesson according to American motor manufacturers. It is this: England, one of the first nations to take up motorising, with a fine highway system, with an automotive industry turning out excellent products falls far below Australia and New Zealand, is surpassed by Denmark and equalled by the Argentine, every one of which must import every vehicle it uses. The answer is simply one of taxation.

ACROSS SOUTH AFRICA.

7,500 Miles By Motor Cycle.

B.S.A. ACHIEVEMENT.

There recently arrived in Durban a motor cyclist who has made what must be a unique tour of South Africa. He is Mr. H. E. Schroeder who, in a matter of fifteen weeks, covered at the very least 7,500 miles on a B.S.A. 4.93 h.p. Motor Bicycle, part of which was done on roads, but also a very great part where there were no roads of any description. The first 4,000 miles, from Cape Town to Durban, were accomplished by side-car, for the remainder, north through the Transvaal, Portuguese East Africa, Swaziland, and back to Durban, Mr. Schroeder rode solo, on ac-

count of the narrow tracks and steep gradients (sometimes 1 in 4) he had to tackle, the machine carrying a load of 150,200 lb.

Churning for miles through sand on bottom gear, and crossing rivers where the water rose almost to the top of the petrol tank, are some of his experiences. Despite this, the motor bicycle was only twice in garage—once for decarbonising and again to have the magneto retimed after flooding. Mr. Schroeder has nothing but praise for his machine, which he describes as a "go anywhere" mount—and surely he should know.

Mr. Schroeder, who is a wool export, made this tour to study the sheep of South Africa, and it is noteworthy that he was a complete novice to motor cycling—he learned to ride his B.S.A. in Cape Town before starting his journey. Truly a remarkable achievement for both rider and machine!

OPEN OR CLOSED?

New Type Suggested.

THE FOLDING ROOF SALOON.

While the fixed roof saloon is said to be gaining many adherents from among those who previously favoured the open touring car with all-weather equipment, it is at a disadvantage with the latter type from two important points of view.

Firstly, the view, especially from the rear seat, is restricted by the roof, a point that any one who has toured in the mountainous regions will fully realise.

Secondly, there are times when it is undoubtedly more pleasant to drive an open touring car with adequate protection from side and head winds than it is to drive in a fully enclosed body.

Based on these arguments there would appear to be an opening

for a new type of body, in which either a sliding, folding or partially transparent roof would be incorporated with the present design of permanent saloon glass windowed sides—a statement that is borne out by the large number of motorists who use touring cars and keep their all-weather side panels permanently erected.

That attention is being directed towards this end is evident from recent designs that have been produced in Europe and incorporate a folding roof and permanent type of glass windowed sides. Up to the present little has been done on these lines in England, although it is interesting to note that a body of the type described was produced experimentally by the Armstrong-Siddeley people two or three years ago in Coventry, and this body, as far as the roof, was practically a replica of the saloon, there being three permanent glass windows on either side and a canopy

along the top which also served as the framing for the doors. The hood was operated in a similar manner to the ordinary all-weather type, and when erected was clipped to the top of the wind-screen posts and quickly buttoned to the cantrails, thereby forming a neat and draft-proof joint. The appearance, perhaps, is not quite so smart as the coach-built saloon, nor is there much saving in weight, but to offset these points there are the very definite advantages referred to earlier on.

The folding roof is as silent as that of the ordinary saloon, and when it is folded the protection afforded by the quarter windows is such as to render a rear screen unnecessary. In the particular type of body referred to the four windows over the doors were of the sliding type, but there is nothing to prevent a drop window being provided without interfering with the main idea of the design.

Ford

A WISE INVESTMENT

When you purchase a Ford car you are making a wise investment. For your money you obtain an automobile which is world-famous for its reliability, one which is protected by world-wide service. And you have the added satisfaction of knowing that when the time comes to dispose of your car, you can do so without the slightest difficulty, and at a good price, for the resale value of the Ford is the highest in the world in proportion to its original cost.

ANDREW HARPER

Authorized Ford Dealers

Chatham Road, Hungghom, Kowloon: 6 Queen's Road, Central HONGKONG.

Telephones: C 4895 & K 1216.

Sub-dealer,

Alex. Ross & Co. (China) Ltd.

Bank of China Building, Hongkong.

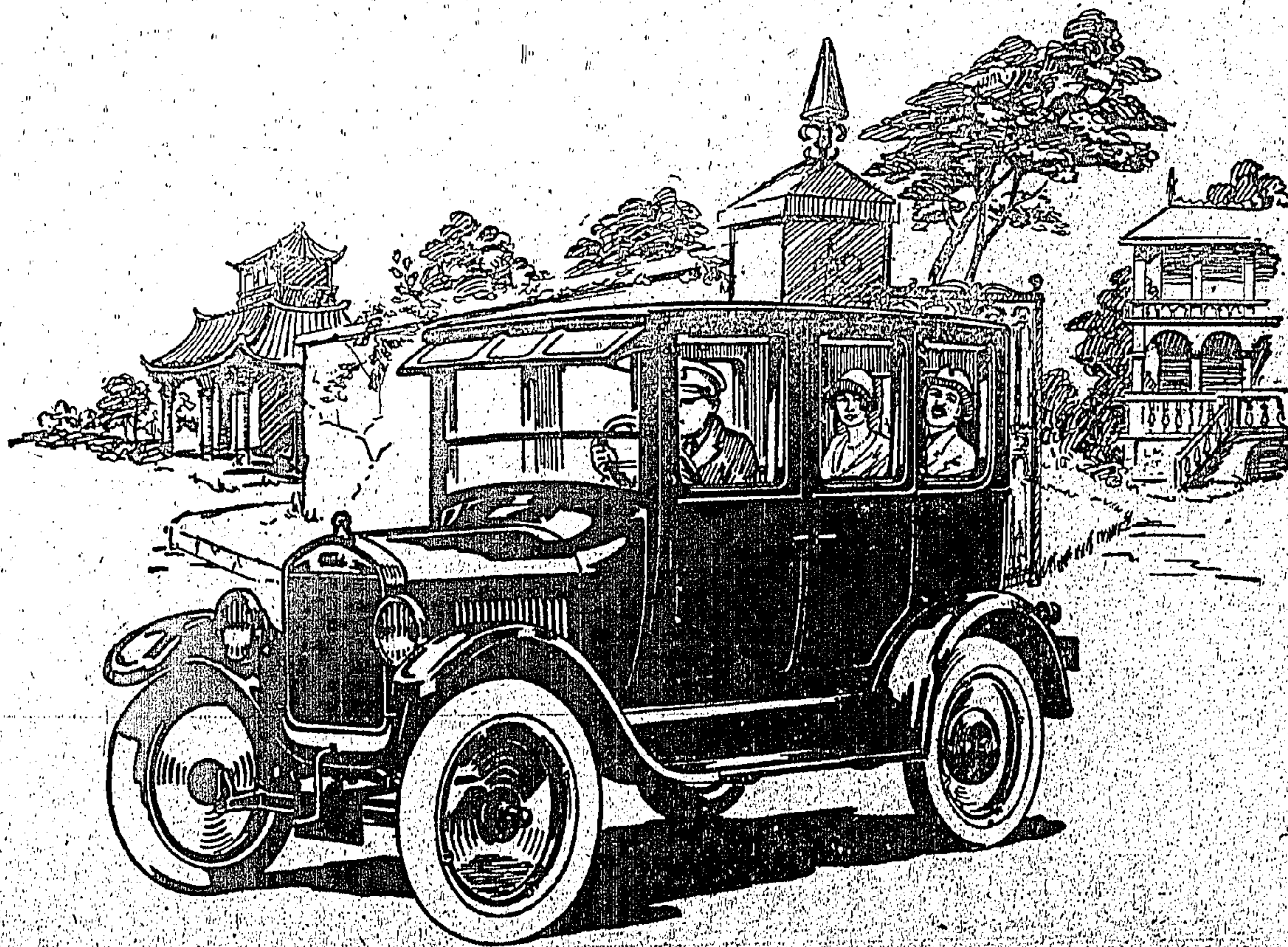
FORDOR SEDAN

H.K. \$ 1,550.00

Price including balloon tyres and Self starter

Delivered in Kowloon

Ford Motor Company
Detroit, U.S.A.



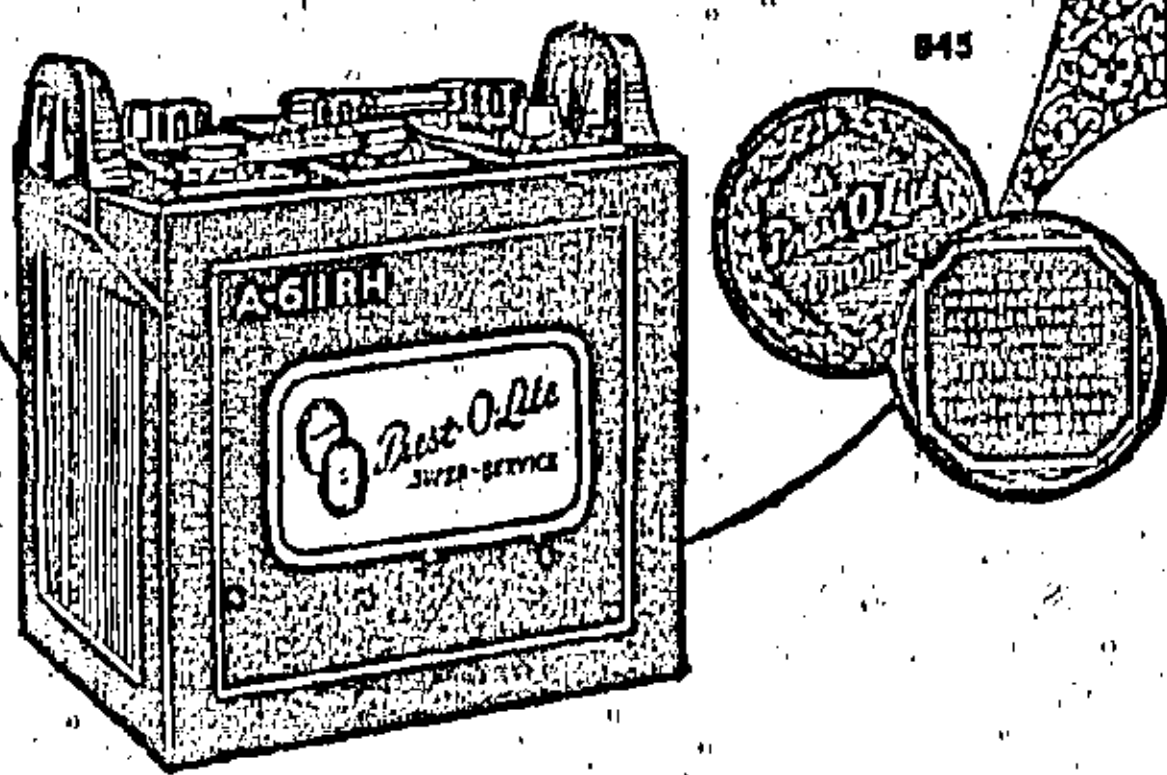
Prest-O-Lite Battery

PREST-O-LITE Super Service storage batteries are all that the name implies. Exceptionally powerful and long lasting, they are made of the best materials that can be assembled.

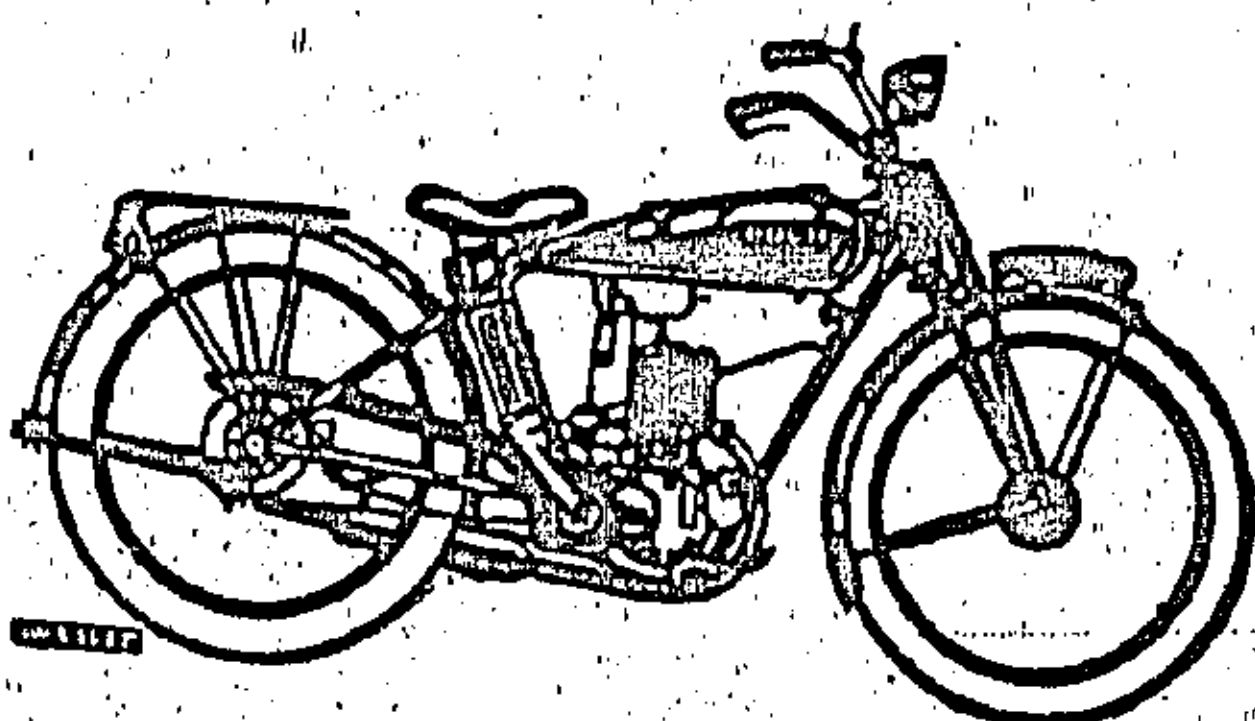
The separators in this battery are made of especially selected and treated cedar—for high porosity; reinforced with hard rubber strips—for strength and durability. Other features of construction combine to make it the most powerful and lasting battery that has yet been devised.

Prest-O-Lite Super Service Batteries will give you far greater satisfaction and prove much more economical than any other battery you ever used.

The Hongkong Hotel Garage.



Puch Motor Cycles



3-H.-P.

In order to introduce these excellent little machines, we are making a special offer.

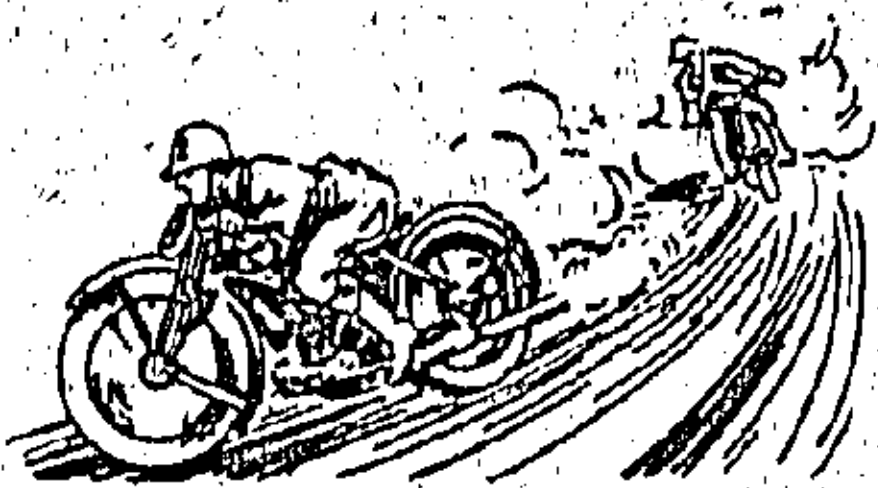
\$330 CASH \$350 TERMS

Call and make an early inspection at our office.

LEYSECO CHINA CO., LTD.

Phone: C. 1221

4th Floor, BANK OF CHINA BUILDING
6, DES VORUX ROAD, CENTRAL.



B. S. A. MOTOR CYCLES

gained the following awards in the recent English

INTERNATIONAL 6 DAYS TRIAL

SPECIAL "EXHIBITION" MEDAL

The B. S. A. team on 349 h.p. models completed the course without losing a single mark and were the only team to complete the Trial with absolutely clean sheets.

ALSO MANUFACTURERS' TEAM PRIZE

CLASS "B"

Riders of B.S.A. Motor Bicycles also gained the following awards:

10 GOLD MEDALS 1 SILVER MEDAL

THE SINCERE CO., LTD.

SOLE AGENTS.

ATTENTION

FORD OWNERS

Arrangements have now been completed whereby Ford Owners

are enabled to purchase

GASOLINE and TYRES

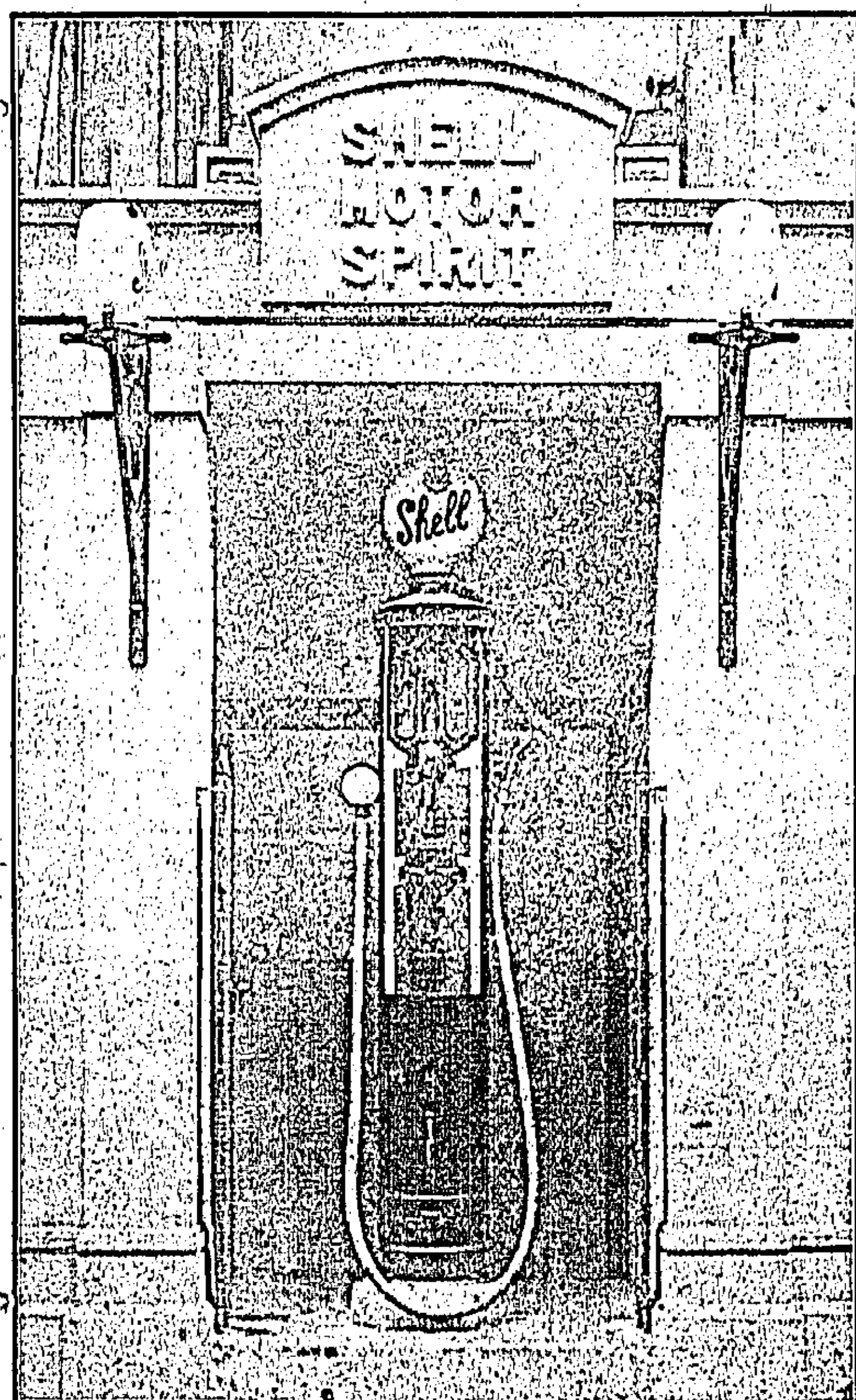
AT REDUCED PRICES.

ANDREW HARPER

AUTHORISED FORD DEALER

6, Queen's Road, Central ... Tel. C.4895.

Chatham Road, Hunghom... Tel. K.1216.



"SHELL" PUMP

Situated in Douglas Street

Des Vues Road, Central, and opposite The Douglas Steamship Wharf.

The Asiatic Petroleum Co. (S. C.) Ltd.

HINTS FOR THE MOTORIST

ALBERT L. CLOUGH
KEEPING DOWN CARBON DEPOSITS.

The frequency with which the cylinder-head has to be removed and deposits scraped off, in order to stop the engine from knocking, can sometimes be greatly reduced by attention to the following points: Maintain good fuel vaporization by so controlling the cooling system that the water is well warmed as much of the time as possible. Give the carburetor and manifold sufficient heat at all times, especially in cold weather the leanest practicable fuel mixture will leave the least deposit and to secure this the carburetor should be adjusted (with the engine fully heated up) so that any further reduction in richness will cause a decided falling off of engine power. Oil of well maintained body must be used to prevent too much of it from passing the piston and carbonizing. Therefore use the best oil and change it before it becomes too thin or dirty. Oils that leave little solid residue, when highly heated, should be used. It is difficult to select such oils, but fairly high priced brands, produced by distillers of established reputations, are the safest to use. Correctly fitted piston rings, capable of returning excess oil to the crankcase, are an important safeguard against carbonization and piston-rings should occasionally be treated with kerosene to keep them free to move in their grooves. Dust in the air, taken in through the carburetor, is a large component of "carbon" deposits. A good air cleaner will largely prevent it from entering the engine and should be used on all cars, particularly those operated on sandy roads. Almost any car can be equipped with some one of the many forms of cleaners now on the market. The operator can assist in the prevention of carbon accumulation by using the choke as little as practicable, by avoidance of unnecessary idling of his engine, by care in keeping engine oil fresh and clean and by never running his car engine missing explosions.

ONE CYLINDER MISSES.
Question:—The first cylinder of my car has a knock in it like a worn wrist-pin and it also misses explosion, although new rings and a new spark-plug have been put in. Experts have tried three times to locate the cause of this, but failed. What you think causes this missing?
Answer: If the piston-rings are properly fitted and the spark-plug cable to this cylinder is not short-circuited, your trouble is most likely caused by the exhaust-valve holding open slightly. If this valve has a good seating, its faulty action is probably due to its spring being weak or to its stem being so rough that it sticks in its guide. You better remove this valve, have the strength of the spring tested and if the stem is not clean and smooth, have it drawfiled or smoothed with emery cloth. While you are about it also check up the inlet valve. In case these suggestions do not help you, write us again. Whenever a cylinder misses, there is likely to be a knock, if the moving parts are at all worn.

A SQUEAKING VALVE.
Question: "The engine of my car has developed a squeaking valve. The head has been removed and a new guide inserted, but the squeak is getting worse. I have oiled the guide with engine oil and special penetrating oil, but to no effect. What can you suggest?"
Answer: This is a rather unusual trouble. A valve that sticks in its guide sufficiently to squeak, would naturally be expected to hold open and cause missed explosions, particularly at high engine speeds. You say you have replaced the guide, but this would do no good, if the valve-stem is bent. You might try a new valve. Are you absolutely sure that this is a frictional squeak and not the hiss from a slight exhaust leak. We have observed hissing, squeaks caused by exhaust escaping from worn exhaust-valve stem bushings, around leaky spark-plugs and at faulty exhaust-manifold gaskets. The sound of such leaks is sometimes very misleading.

B. S. A. SUCCESSES.

Winning Laurels On The Continent.

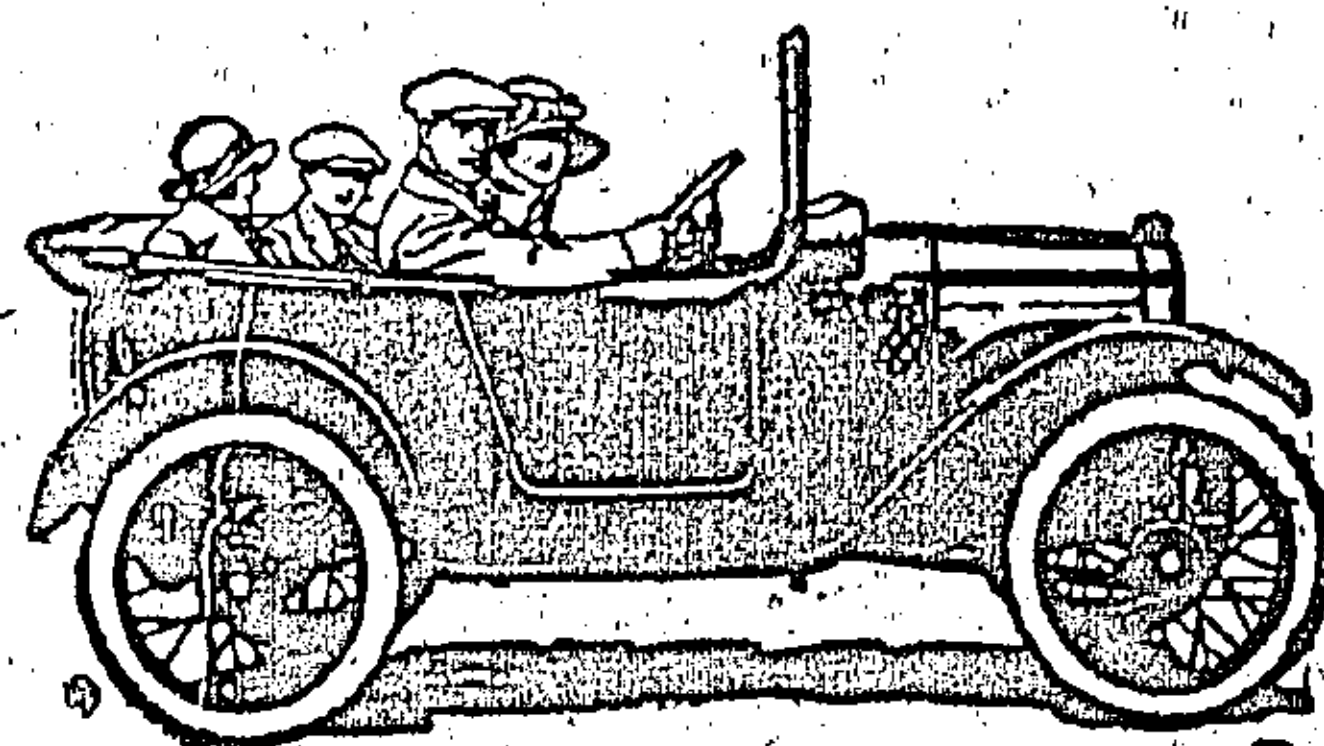
Riders of B. S. A. Motor Bicycles have obtained outstanding successes in practically every competition entered during 1926. B. S. A.'s have been particularly successful on the Continent, some of the more recent successes including:—
The Austrian T. T. (350 c.c. class) won by Mr. A. Strohmayer on a B.S.A. 349-h.p. O.H.V. model. Mr. Strohmayer completed the difficult course of 340 km. in 4 hours 4 minutes 49 seconds; an average speed of nearly 53 m.p.h., beating last year's record.

The Dutch T. T. (350 c.c. class) won by Mr. J. Moos on a B.S.A. 349-h.p. O.H.V. The distance this time was 260 km., which Mr. Moos covered at an average speed of 53 m.p.h.

The third Czecho-Slovakian 1,000 km. Reliability Trial, in which ten B.S.A.'s were entered and ten finished, losing no marks and gaining ten gold medals, the B.S.A. Silver Cup, and a special Honour Prize for the most meritorious performance by any one make of machine. In addition, the B.S.A. team gained the Team Prize.

Such successes prove that, in B.S.A. Motor Bicycles, speed is combined with reliability—a combination which results in an ideal machine for all purposes.

LISTEN



Don't waste money on **CAR UPKEEP.** Own an Austin 7, it will take you anywhere in the Colony for a very very small sum and when Home Leave time comes you will have more \$s to spend on the other side.

Remember our **PAY AS YOU RIDE PLAN** is worthy of note.

THERE IS ALWAYS A RESALE FOR AUSTIN SEVENS.
From **£165.00**
(Stocks Carried)

Alex. Ross & Co. (China), Ltd.
Kowloon Motor Car & Cycle Exchange Company

TRAMWAY EQUIPMENT.

Tower Waggon For Singapore.

Whatever rivalry exists between tramcar and motor bus operators, there is certainly one class of commercial motor vehicle which serves as a useful ally to the tramcar. This is the extending tower waggon used for the repair and maintenance of overhead tramway equipment, such as was recently built by the Associated Equipment Co. for service in Singapore. Several of these types of A.E.C. vehicles have been ordered by various customers, and the one referred to has an extending tower reaching a maximum height of 22 ft. from the ground. An iron scaling ladder is provided, and the revolving platform at the top, fitted with collapsible rails, will revolve in a complete circle, and can be securely locked in any desired position.

The vehicle, when the tower is extended to its full limit is thoroughly stable, and although primarily for use in connection with overhead equipment of tramways and trolley bus routes, this type of tower waggon can be readily used in other spheres of work.



Pedestrians are the ones who need the automobile insurance.

PRIZE ROAD PLAN.

Novel Competition.

Chicago, Nov. 2nd.—Motorists, who have always had their own ideas of how highways should be built, now have the opportunity of expressing their views with the chance of winning a prize.

The Metropolitan Super-Highway Association of the neighbouring Illinois counties of DuPage, Cook and Kane, is offering prizes amounting to \$1,500 for such ideas. They want the most practical and original plan for the construction of a superhighway in the metropolitan area of Chicago.

1. Width of 200 feet.
2. Safety.
3. Practicality.
4. Economical construction.
5. Separated grades for highway and railroad crossings.
6. Optional provision for rail transportation.
7. Beauty of design.
8. Provision for all public utilities, such as gas, water, sewer, drain, lighting, etc.
9. Provision for fast and slow vehicles.
10. Scheme of gradual development from the present condition, which is mostly farm property, to a thickly settled condition with business.

Contest judges include many well known road engineers and city planning experts.

Foundations!

THE foundation of Dunlop tyre quality is Experience.

AWAY BACK IN 1888

"DUNLOP"

WAS THE NAME IN THE TYRE WORLD.

The accumulated experience of the years is in every Dunlop Tyre you buy. That's why Dunlops yield the longest mil age and are so utterly satisfactory under all conditions of service.

Fit Dunlop and be Satisfied

DUNLOP RUBBER COMPANY, LIMITED.

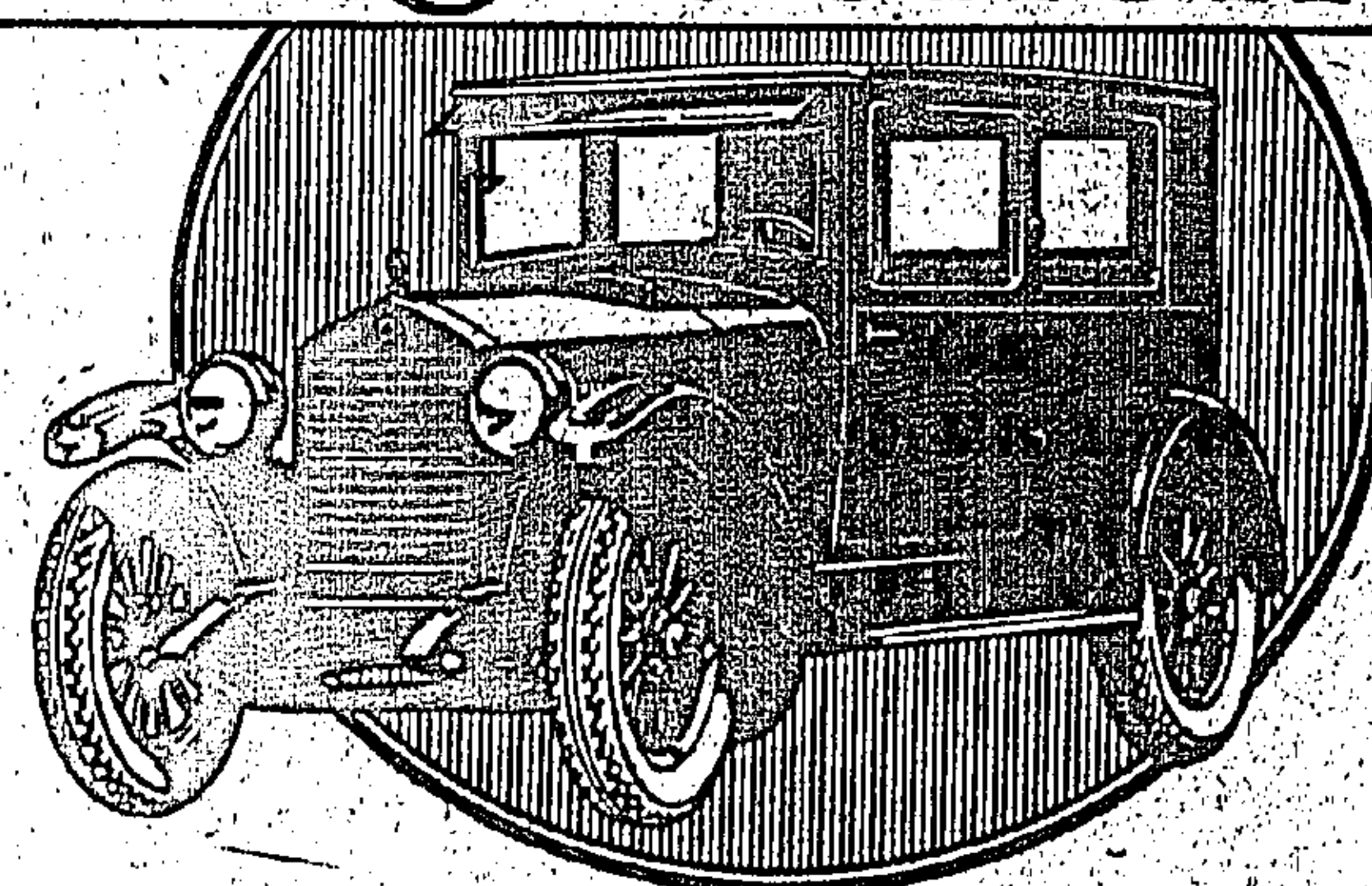
BIRMINGHAM, ENGLAND.

Branches Throughout the World.

DUNLOP—THE STANDARD by which ALL TYRES are JUDGED.

ESSEX "6" COACH

\$2,300.



Closed Car Comforts

for All Year Service

Combined with the supreme advantage of the Super-Six principle, the largest production of 6-cylinder cars in the world makes this quality, price and value exclusive to Essex.

Only among far higher priced cars will you find comparison for Essex performance, its long-lived reliability and riding ease. At little more than the cost of low-priced "Fours" the Coach gives all closed car comforts, with the advantages of the "Six" not found in any "Four." And equally important,

you get the famous Super-Six advantage over every rival "Six." That means not only a motor design that has long held foremost place among "Sixes" but the same precision standards in every chassis detail that time and use have tested in the service of nearly 800,000 users. Its first cost economy is continued in exceptionally low operation and maintenance cost. The materials used and the way it is built insure lasting enjoyment of those brilliant qualities that delight you on your first ride.

ESSEX TOURING \$2,500.

All Prices Include Complete Special Equipment.

THE DRAGON MOTOR CAR CO.,

LIMITED

33 WONG NEI CHUNG ROAD HAPPY VALLEY

35
MILES
PER
GALLON



35
MILES
PER
GALLON

The Car of International Reputation.

"HERE YOU HAVE QUALITY WITH LOW PURCHASE PRICE, I WOULD URGE ANY MOTORIST TO INVESTIGATE IT SERIOUSLY." (H. Massac Buist, "Sporting and Dramatic" 2nd October.)

Four Seater De Luxe ... \$ 2050
Two " " " " " \$ 1850

Agents for—HONGKONG & CANTON

SOCIETA ITALIANA IMP. ESP. ESTREMO ORIENTE, LTD.

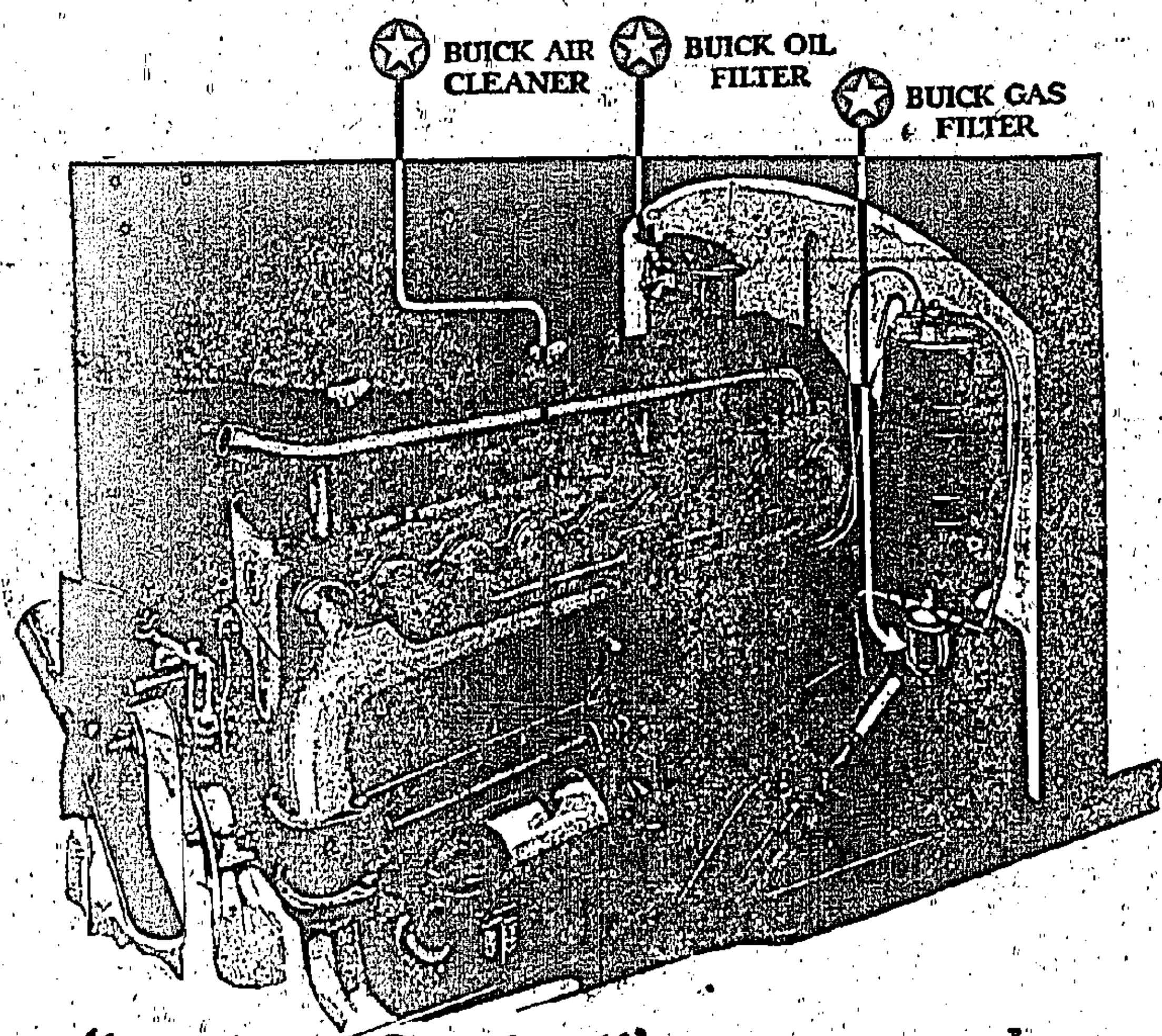
MANAGERS:—A GÖRKE & CO.

3rd floor, China Building

Tel. C. 2221

Tel. C. 2221

FIAT 509



"Triple Sealed"~ to protect the performance of Buick's famous Engine

IN THE Better Buick you will find the most important motor car improvement in recent years, the "Triple Sealed" Valve-in-Head engine.

Dirt inside an engine destroys efficiency. It grinds away at cylinder walls and bearings, causing looseness and vibration. Buick's "Triple Seal" fair cleaner, oil, filter and gasoline filter prevents this—halts dirt and grit at every possible point of entry. Buick leads in motor car advancement. Wherever there are motor cars, the Buick Valve-in-Head engine is known and highly regarded for its smoothness, its extra power, its economy and its stamina. The Buick "Triple Seal" places every operating part inside an iron or steel housing to keep dirt out and lubrication in. And now the "Triple Sealed" engine further protects Buick performance from the dearest enemy of the motor car, Noctive grit of the road. Completely safeguards its parts from the elements. For more efficient service, for finer transportation at lower cost, buy a Buick.

The Hongkong and Kowloon Taxicab Company, Limited.

33 35, Des Voeux Road ... Tel. C.1039.

the Better Buick

GEARS AND THEIR TREATMENT.

Points On Changing.

TREAT THEM GENTLY.

(By Charles S. Clancy in the Sydney Sun).

The judicious use of the gears on your car makes driving easy. How many drivers with years of experience know how to manipulate the gears, and thus get the best out of the car?

The gears to most drivers are a mystery. They merely use them because they have been taught that the car will not go unless it is in gear. And so the rudiments of the gears are known to the driver who can get into first, second and top.

The gear box, which is one of the most vital parts of the car, suffers more wear and tear than any other part of the machine, because every movement of a driver leaves its toll upon the mechanism.

Incessant changing of gears brings about a condition in the car which will have very serious results if ordinary care of the gears is not observed.

Most drivers from their first experience have little or no idea of the exact functions of the gears. They are taught to get into gear, to change gear and go into reverse, and there the instruction ends.

There is no attention paid to coasting; they are not even told how to get from second gear to first, which is one of the most important moves which the driver is called upon to make sooner or later.

The double shuffle, which is the means of making gear-changing easy, is never shown to the new driver. Many a car has been worn out, and the driver has never known what the double shuffle could do towards making gear-changing easy.

You will see drivers pulling their gears right through in a clumsy movement, which is a great strain on the car, and can only make for the eventual ruin of the gears.

What drivers must remember when changing gears is that a system of cogs operate within the gear-box, connecting with a revolving shaft, which goes throughout the length of the car.

Correct speeds of acceleration must be observed to get those cogs to combine with the revolving shaft, and when the fault occurs a clash of gears is the result.

The damage which is done by one clash of the gears cannot be immediately known, but an examination of the gears in a few months' time will show how they have been worn.

Pieces will be chipped off the gears and they will be worn down as though a file had been used to complete the job.

The stripping of gears is all the

"One Of The Family."

There's a certain ancient, bed-ragged, forlorn-looking car we know.

It rattles and shakes and squeaks. Its springs complain against the bumps of the road. Its ragged top will not stop even a healthy shower.

And yet the owner prizes it. Around his house they speak of it as "one of the family."

"Betsey" is the name under which it goes. "Betsey" had run something like 60,000 miles up to the time the speedometer went on strike.

And "Betsey" still travels. That is, the motor pulls and the wheels go round. It's no marvel of beauty, speed, or comfort any longer, but still it goes.

"Trade her off? Not for what she cost me when she was new!" the owner snorts. "She's been too faithful."

Do you recognize the car of some neighbour in this description?

There are, many, many much "Betseys" in the land.

Funny, isn't it, how the old bus comes to grip the affections some times?

result of carelessness in operation, that is, sending the revolving gears in the opposite direction to the revolving shaft.

One thing the driver should remember, and that is to handle the gears carefully. There is no necessity to force them, and when such a move is made the result is disastrous.

It should be remembered that the gears are delicate, although they stand a good deal of knocking about. The most gentle movement will be just as effective as a deliberately strong movement, which only tends towards bringing that inevitable crash.

The most important change which is seldom shown to the beginner, is from second gear to first. On most cars this move is not always required but at some time or other in a driver's experience he may find it necessary.

A steep pinch on a hill may often necessitate a quick change to first gear, and only the knowledge of this change can save you from an unenviable experience.

Like all changes, it must be practised. On most cars the change is a complete movement from second down across neutral to first gear. Though little different from a change from first to second, the difference is that the reverse has not been practised.

In the attempt you are liable to miss the change, and the result is that if your brakes do not hold, you find your car slipping down the hill.

Practice on gear-changing will never go amiss, and in driving the man who knows every move in his car is the safe driver.

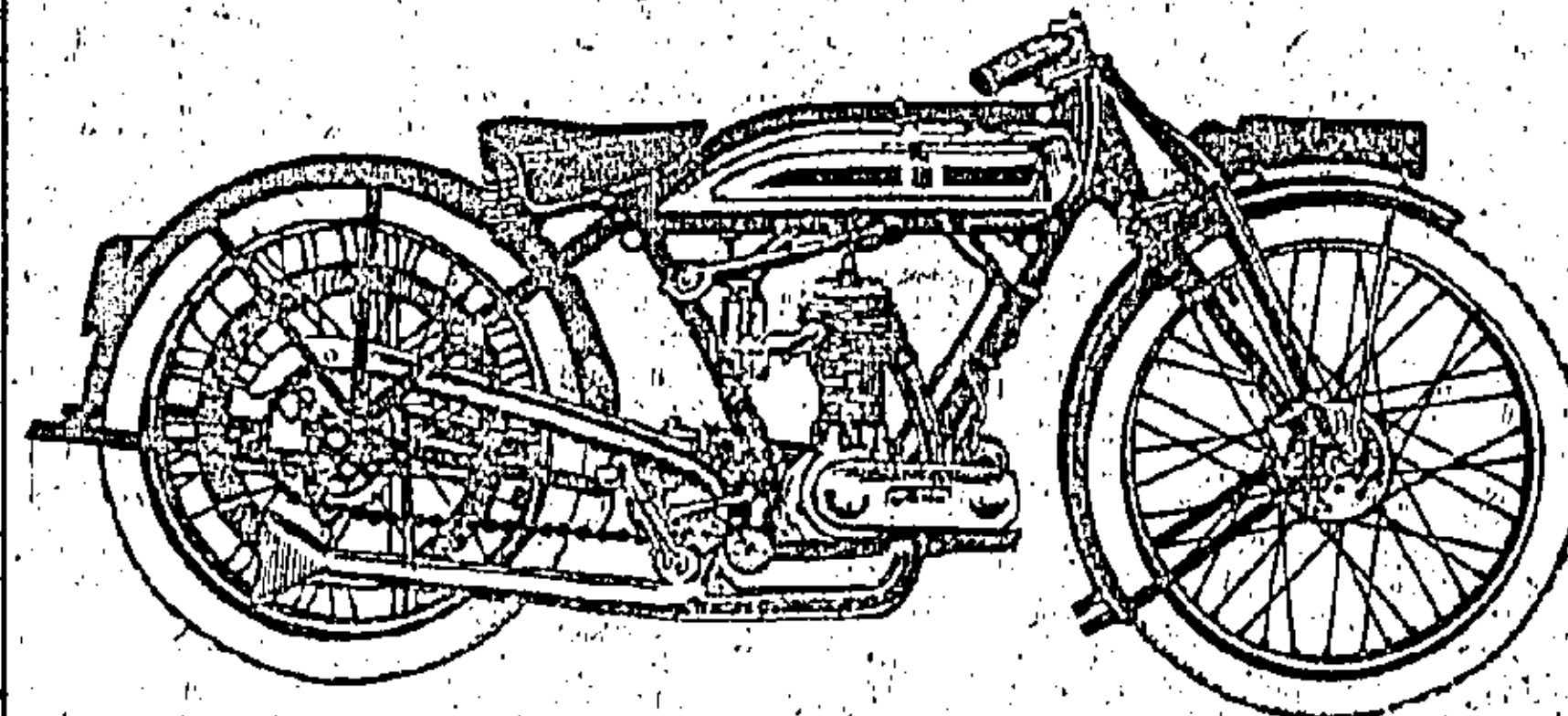
Study your gears, treat them gently, keep them well-oiled, and you will find that your car will out-wear the car which is not given the consideration it deserves.



Sole agents for South China

J. GIBBS & CO., BANK OF CANTON BUILDING
Week days Phone C. 704 After Office hours Phone C. 4532.

This is how Alex. Ross and Company's system of purchasing out of income works on Triumph Motor Cycles.



You pay as a deposit, one quarter only of the full catalogue price; Insurance and bank charges are added on the balance only, which is then divided into seven monthly payments. The cycle is delivered to you ready for the road and you ride while you pay. You have the pleasure and don't miss the money.

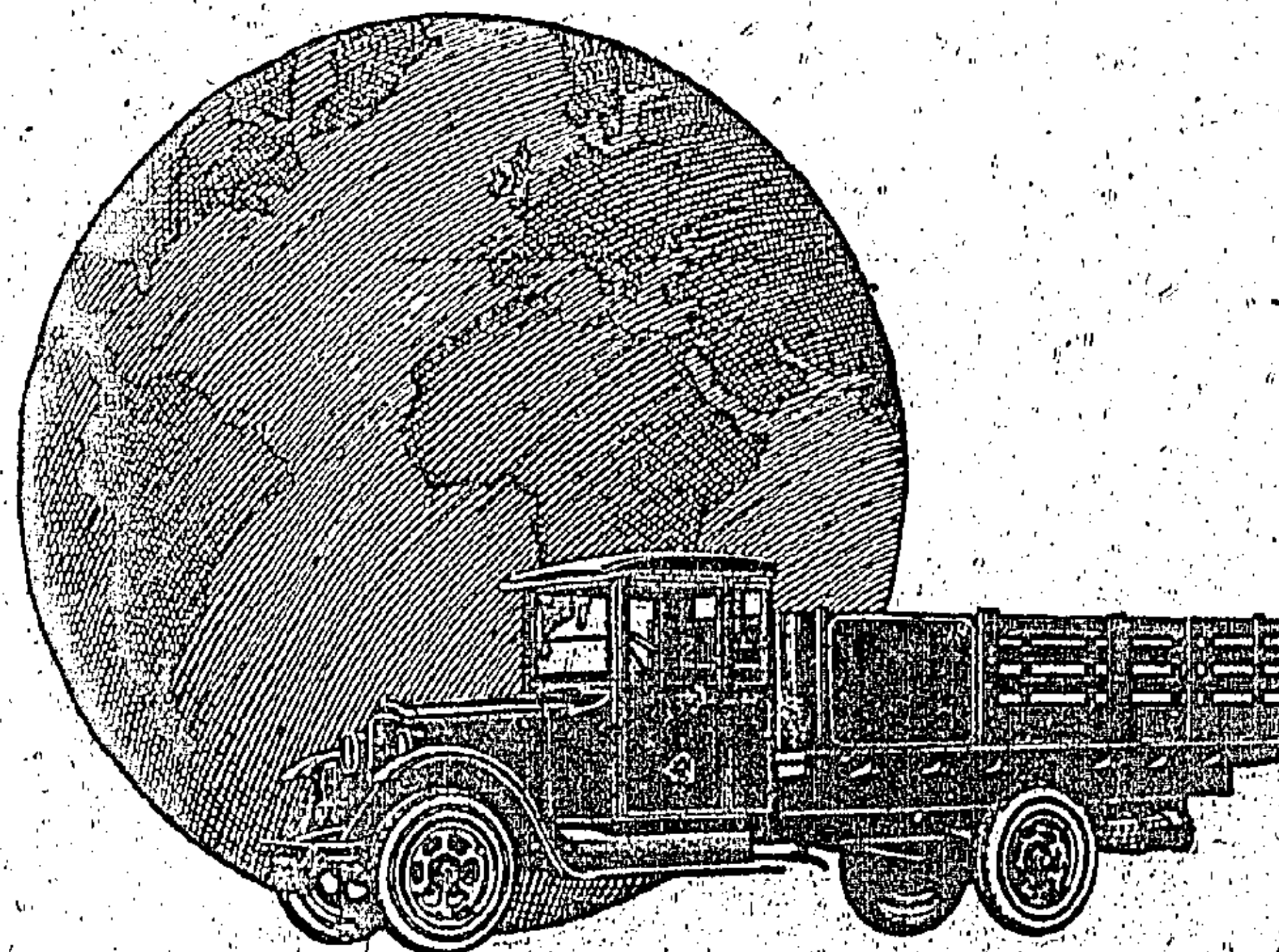
This offer is for a limited time only.

(STOCKS CARRIED)

ALEX. ROSS & Co. (China), Ltd.

Sub. Dealers

Kowloon Motor Car and Cycle Exchange Co.



—and World-Wide Demand Continues to Grow

Satisfactory performance has built a profound public respect for Graham Brothers Trucks and Buses the world over.

Quality is the highest, prices are lowest and demand greatest in Graham Brothers history.

Sales during the first eight months of 1926 aggregated 25,383 trucks compared with 14,207 for the first eight months of 1925.

Exports during the same eight months were 60% higher than during the first eight months of 1925.

Graham Brothers Trucks, with Dodge Brothers 3/4-Ton Commercial Cars, meet 97% of all hauling requirements.

THE DRAGON MOTOR CAR CO., LTD.
33 Wong Nei Chung Road, Happy Valley
HONGKONG

GRAHAM BROTHERS TRUCKS

Built by Truck Division of Dodge Brothers, Inc.
SOLD BY DODGE BROTHERS DEALERS EVERYWHERE